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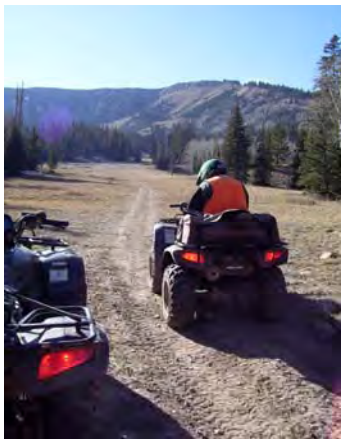
Draft Environmental Impact Statement

Motorized Travel Plan



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

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Motorized Travel Plan

Draft Environmental Impact Statement
Ashley National Forest
Duchesne, Daggett, and Uintah Counties, Utah and Sweetwater County, Wyoming

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Cooperating Agencies:	**State of Utah, Duchesne, Daggett, Uintah Counties and State of Wyoming, Sweetwater County**
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Abstract: The purpose of this project is to improve management of public summer motorized use by designating roads and motorized trails and limiting dispersed camping to areas up to 150 feet from those designated roads and trails on the Ashley National Forest (hereafter referred to as the **Forest**). This will include changes to current vehicle use designations, and road or trail closures and additions to the travel system.

This Draft Environmental Impact Statement (DEIS) serves to disclose and compare the effects of implementing the alternatives and gives the public an opportunity to participate in the design of the designated motorized system. Five alternatives are evaluated including the No Action alternative which would allow unrestricted motorized travel to continue. This alternative serves as a baseline for comparing the effects of other alternatives. The four action alternatives vary in terms of the mileage of designated motorized routes, the number of routes with seasonal restrictions, and the classification of vehicle routes (e.g. full-size vehicle road, 50” or less trail, or motorcycle trail). The mileage of designated motorized routes varies from 1,436 miles of open road and 214 miles of motorized trail in Alternative C to 1,346 miles of open road and 96 miles of motorized trail in Alternative D. Alternatives B and E have the most miles of designated routes affected by seasonal restrictions. Alternative B is the preferred alternative. All alternatives meet the purpose and need and address the significant issues to varying degrees.

Reviewers should provide the Forest Service with their comments during the review period of the draft environmental impact statement. This will enable the Forest Service to analyze and respond to the comments at one time and to use information acquired in the preparation of the final environmental impact statement, thus avoiding undue delay in the decisionmaking process. Reviewers have an obligation to structure their participation in the National Environmental Policy

Act process so that it is meaningful and alerts the agency to the reviewers' position and contentions. Vermont Yankee Nuclear Power Corp. v. NRDC, 435 U.S. 519, 553 (1978). Environmental objections that could have been raised at the draft stage may be waived if not raised until after completion of the final environmental impact statement. City of Angoon v. Hodel (9th Circuit, l986) and Wisconsin Heritages, Inc. v. Harris, 490 F. Supp. 1334, 1338 (E.D. Wis. 1980). Comments on the draft environmental impact statement should be specific and should address the adequacy of the statement and the merits of the alternatives discussed (40 CFR 1503.3).

Send Comments to:	Kris Rutledge Ashley National Forest 366 North Vernal Avenue, Vernal UT 84078 (435) 781-5196
Date Comments Must Be Received:	45 days after the Notice of Availability of this Draft EIS is published in the *Federal Register*
Project Website:	http://www.fs.fed.us/r4/ashley/projects/travel_management

SUMMARY

The Ashley National Forest proposes to update the current motorized travel plan by designating a system of roads, trails, and open use areas consistent with federal regulation 36 CFR 212.51 from the Travel Rule released on November 2, 2005. The area affected by the proposal is all National Forest System land within the Ashley National Forest administrative boundary (with the exception of the High Uinta Wilderness. This project was initiated because the Forest recognized a need for improving management and enforcement of motorized use – off-highway vehicle (OHV) use in particular. There has been unanticipated growth in OHV use since the 1986 Ashley National Forest Land and Resource Plan was written. Forest monitoring of motorized use, known conflicts and impacts, and enforcement issues form the basis of the need for change. A desired result from this project is to provide ample motorized recreational opportunities that minimize the potential for user conflicts and resource impacts, and to create a system that can be maintained over time with the resources available to the forest. The forest intends to meet these objectives, but biophysical, fiscal, and socio-political realities necessitate that progress will occur incrementally over time. A route network that has evolved over many years cannot be instantaneously transformed to meet all idealized objectives. The proposed actions represent practical and substantial measurable progress towards the desired ends.

The current differences of policy between Ranger Districts may increase confusion as to what legal use is as well. On the Forest using a vehicle off forest system roads and/or trails is prohibited (36 CFR 261.50) with the exception of two travel areas totaling 111,805 on the Vernal Ranger District. These areas are depicted with a cross hatching on the current travel map and will be referred to as the "**hatched travel areas**" within this document. Within the hatched travel areas motorized vehicles are allowed on designated routes and established, undesignated routes as long as resource damage is not occurring. Although users tend to stay on well-established routes, the lack of designation has created a management problem. Both visitors and managers find it difficult to distinguish between an established, undesignated route and a newly created, undesignated route. Furthermore, recognizing an established, undesignated route where "resource damage is not occurring" is more challenging to interpret and identify. As a result, enforcing the current travel map within this hatched travel areas is problematic; newly created routes are prolific and increase every year. Because travel on non-system roads within the hatched travel area is permitted those non-system routes will be referred to as "**undesignated**". Non-system routes outside of the hatch travel area but still on the Forest will be referred to as "**unauthorized**". Since the 1980s, motor vehicle use has changed from primarily jeep travel to a mix of passenger car, truck, ATV, and motorcycle use, and more recently utility terrain vehicles (UTVs), and the desire for motorized trail access has increased. Over the past few decades the availability and capability of motorized vehicles, particularly off highway vehicles (OHVs) and sport utility vehicles (SUV's) has increased tremendously. In the Unitah Basin growth in OHV use has increased 616% over eleven years (Division of State Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009).This level of growth in OHV popularity was unforeseen during the development of the current Travel Management Plans. With more use has come a stronger desire for motorized trails both during the summer for recreational riding and during the fall to facilitate access to camps and hunting areas. Many of the routes used today are not part of the Forest transportation system, thus do not receive maintenance funding. Over time, as these routes deteriorate due to lack of maintenance, access becomes more difficult particularly for vehicles.

The Travel Rule provides policy for ending this trend of undesignated route proliferation and enables management of the Forest transportation system by changing the policy across the Forest to allow motorized travel only on those designated roads and trails shown on the travel map.

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.

To help develop the Proposed Action the Forest worked closely with the public, County, State, and other federal agencies to develop the Proposed Action. Meetings, workshops and field trips were planned throughout the spring, summer, and fall of 2007. Two Notices of Intent (NOI) to prepare Draft Environmental Impact Statements (EISs) were published November 9, 2007. These NOIs included Flaming Gorge and the Roosevelt/Duchesne Ranger District in one EIS and Vernal Ranger District in a separate EIS. At the time of the publication of the NOIs it was believed that the EISs would be completed on differing timelines. Since the publication of the NOIs the EISs have been combined into one document to facilitate effects analysis and to allow additional analysis time for the Resource Specialist. All comments received were reviewed and categorized by issue.

Six resource areas which had significant issues or areas of high concern were identified during scoping.

- Recreation – effects of motorized travel management to user groups, retaining dispersed camping opportunities, safety, cost, and enforcement
- Soils and Water – effects of motorized travel to soil degradation and water quality
- Wildlife – affects of motorized travel and roads to disturbance, habitat loss and fragmentation, and the effects of that on threatened, endangered and sensitive species, management indicator species, migratory bird species, and big game species.
- Wilderness Potential - effects of roads and trails on the undeveloped character of potential wilderness areas.
- Economics – effects OHV trail availability and dispersed camping opportunities may have on communities near the Forest.
- Heritage - direct and indirect effects of motorized travel to heritage resources.

In addition to the Proposed Action the Forest and cooperating partners developed three alternatives to address the issues and meet the project purpose and need. All alternatives, including the No Action Alternative are summarized below.

Alternative A (No Action) While this alternative does not meet the project purpose and need, it is required to be analyzed to serve as a baseline for comparing the effects of other alternatives. Under this alternative travel management would continue under the present course of action, summer motorized travel would be guided by the current travel plans for the Flaming Gorge Ranger District (map dated June 27, 2005), the Vernal Ranger District (map dated June 27, 2005) and the Roosevelt/Duchesne Ranger District (map dated June 27, 2005).

Alternative B (Preferred Alternative) This alternative responds to the need to provide wheeled motorized access to dispersed recreation opportunities and to provide a diversity of wheeled motorized recreation opportunities. The Proposed Action would provide a system of designated roads, motorized and non-motorized trails and respond to direction provided in the Forest Plan, as well as meet current law, regulation, and policy.

The alternatives that were developed as a result of scoping include:

Alternative C - 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 uses.

Alternative D - This alternative responds to issues raised by non-motorized users relative to a need for more non-motorized opportunities and conservation groups with concerns about road densities, water quality, fragmentation, and protection of critical habitats for wildlife. It 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, as well as increased protection of biological and physical resources. This alternative designates the least miles of motorized road and trails compared with the other alternatives. Alternative D was developed to address environmental issues particularly protection of wildlife habitat connectivity though reduction of road densities, and the emphases of non-motorized recreation opportunities.

Alternative E - This Alternative recognizes the importance of decreasing road densities but limits those areas to specific areas of resource concern, such as sensitive land types, rather than across the districts as in Alternative D. This alternative also attempts to meet the increasing demand for motorized roads and trails in areas that could support such use. This alternative would increase road densities in some areas while reducing it in others. This alternative would require increased mitigation to reduce impacts from motorized use in order to retain or increase such uses.

Based upon the effects of the alternatives, the responsible official will decide

- Which roads and trails to add or remove from the existing Travel Management Plan?
- What type of motorized uses to allow on these roads and trails?
- What design features are necessary to minimize adverse environmental impacts associated with changes in travel management designations?
- Whether to designate roads or trails specifically for dispersed camping access?
- How management parameters (such as safety and cost) should be balanced with recreation opportunities.
- What monitoring is to be included to evaluate project implementation?
- What if any changes are to be made to the Recreation Opportunity Spectrum?

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CHAPTER 1. PURPOSE OF AND NEED FOR ACTION

1.1 Document Structure

The Ashley National Forest has prepared this Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations. Specifically, this includes the 2005 Travel Rule (36 CFR Part 212 (as amended in 2008), 251, 261, and 295)), the 1986 Ashley National Forest Land and Resource Management Plan (Forest Plan), the 1990 Vernal Travel Map Revision, and the 1995 Roosevelt/Duchesne and Flaming Gorge Ranger Districts Travel Management Plans. This EIS discloses the direct, indirect, and cumulative environmental impacts that could result from the proposed action and alternatives. The document is organized into four chapters:

- *Chapter 1. Purpose and Need for Action:* This chapter includes introductory information, background on the history of off-highway vehicle management within the project area, the purpose of and need for the project, the scope of the project, and the Forest Service proposal for achieving that purpose and need. This section also details the decision framework for this project, how the Forest Service informed the public about the proposal and issues that emerged regarding the proposed action.
- *Chapter 2. Alternatives, including the Proposed Action:* This chapter provides a detailed description of the agency's Preferred Alternative as well as four alternative methods for achieving the stated purpose. These alternatives were developed based on issues raised by the public and other agencies. This section contains tables comparing key elements of the alternatives and concludes with a summary table of selected environmental effects associated with the alternatives. A preliminary description of how the alternatives comply with the Forest Plan is also included in this chapter.
- *Chapter 3.* Affected Environment and Environmental Consequences: This chapter describes the environmental effects of implementing the five alternatives, including the no action alternative. This analysis is organized by the 14 issues that arise from four resources chosen by the deciding official to be analyzed in depth.
- *Chapter 4.* Consultation and Coordination: This chapter provides a list of preparers and agencies consulted during the development of the environmental impact statement.
- *Appendices:* The appendices provide more detailed information to support the analyses presented in the environmental impact statement.
- *Index:* The index provides page numbers by document topic.

Additional documentation, including more detailed analyses of project-area resources, may be found in the project planning record located at Forest Supervisors Office, Ashley National Forest, Vernal, UT.

1.2 Introduction

There is a nationwide awareness within the Forest Service of the harmful effects of indiscriminate off-road travel. This awareness led to the 2005 Travel Rule in the Federal Register: 36 CFR Parts 212, 251, 261, 295 "Travel Management; Designated Routes and Areas for Motor Vehicle Use"

(hereafter referred to as the Travel Rule). The Travel Rule requires designation of roads, trails, and areas open to motor vehicle use, and prohibits use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas inconsistent with the designation. The Travel Rule also recognized that revised regulations were needed to provide national consistency and clarity on motor vehicle use on National Forests, while at the same time recognizing the need to make road and trail designations at the local level. National Forests in Utah believe that coordinating policy at the state level strikes a balance between national direction and the need for local designations.

In accordance to the Travel Rule, the goal of this project is to improve management of public summer motorized use, through the review of the current Roosevelt/Duchesne Ranger District, Vernal Ranger District, and Flaming Gorge Ranger District Travel Management Plans; make revisions to current road and trail designations as needed to meet changing conditions (36 CFR 212.54); and incorporate consistency in travel management practices with other Utah Forests. This includes limiting dispersed camping to within 150 feet of designated routes, and where appropriate, within specified time periods (36 CFR 212.51(b)). Winter snowmobile use is not addressed in this project.

Most of the routes proposed for designation exist on the ground, although not all are currently part of the Forest Transportation System. The exception is where new construction would increase safety or provide better motorized access to an area. Once the Motor Vehicle Use Map (MVUM) is published, summer motorized use will be allowed only on routes designated on the map.

National direction for travel management, specifically off-road use of motor vehicles on federal lands, is provided by Executive Order (E.O.) 11644 (February 8, 1972) as amended by E.O. 11989 (May 24, 1977). Forest Service rules at Title 36, Code of Federal Regulations, part 295 codify the requirements in E.O. 11644 and E.O. 11989.

Although the Ashley National Forest Land and Resource Management Plan 1986 (Forest Plan) is undergoing revision, the current Forest Plan provides the framework for the Ashley National Forest Travel Management Plan until a new plan is signed and in place.

1.3 Background

Currently, there are three travel plans for the Forest: the Vernal Range District Travel Map EA that was last revised in 1990, and the Flaming Gorge and Roosevelt/Duchesne Travel EAs that were signed in 1995. There are differing management policies between the Ranger Districts which can lead to confusion and misunderstanding as to the policies.

Since the 1980s, motor vehicle use has changed from primarily truck or jeep travel to a mix of passenger car, truck, all terrain vehicles (ATV), and motorcycle use (and more recently the side-by side utility vehicles (UTVs). In addition to the increase in type of vehicles used, the desire for motorized trail access has also increased. Over the past few decades, the availability and capability of motorized vehicles, particularly off highway vehicles (OHVs) and sport utility vehicles (SUV's) has increased tremendously (see section *2.2.1 Types of Routes and Definitions* for definitions of vehicles). In the Uintah Basin, growth in OHV use has increased 616% over eleven years (Division of State Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009). This dramatic increase in popularity and growth in OHV use was unforeseen during the development of the current Travel Management Plans.

The increase in OHV numbers has created a stronger demand for motorized trails, both during the summer for recreational riding, and during the fall to facilitate access to camps and hunting areas. Many of the routes used today are not part of the Forest Transportation System, thus they do not

receive maintenance funding. Over time, as these routes deteriorate due to lack of maintenance, motorized access becomes more difficult.

Motorized dispersed camping is an important recreation activity on the Forest and many areas are heavily used for this activity.

1.4 Purpose and Need for Action

The purpose of this project is to improve management of public summer motorized use by designating roads and motorized trails and limiting dispersed camping to areas up to 150 feet from those designated roads and trails on the Ashley National Forest (hereafter referred to as the **Forest**). This will include changes to current vehicle use designations, and road or trail closures and additions to the travel system.

This analysis will designate the vehicle type, the season of use, road closures, and dispersed camping opportunities available on the Forest. (Vehicle type of use includes street legal, 4-wheel drive, all terrain vehicles (ATV), or mixed use which includes street legal and ATVs on the same route.)

Need for the Ashley National Forest Travel Management Plan

The Forest needs to improve the management of the road system and clarify those roads open for public motorized travel.

The current system of roads and motorized trails evolved from historic use and forest management activities, thus the system was never designed with an eye towards current recreation and access needs. As a result, the current system is often confusing in terms of what is and is not allowed. The current Travel Plan does not effectively manage motorized travel or provide sufficient sustainable motorized recreation opportunities. It lacks motorized loop and connectivity attributes that are sought by many OHV users. In certain cases it encourages motorized use on poorly selected routes or fails to provide clear direction as to where and when motorized use is allowed. This can result in the intentional or unintentional use and proliferation of unauthorized routes and does not always serve visitors well.

The current differences of policy between ranger districts may increase confusion as to what legal use is authorized as well. On the Forest, using a vehicle off forest system roads and/or trails is prohibited (36 CFR 261.50) with the exception of two travel areas totaling 111,805 acres on the Vernal Ranger District. These areas are depicted with cross-hatching on the current travel map and will be referred to in this document as the "**hatched travel areas**". Within the hatched travel areas, motorized vehicles are allowed on designated routes and established, undesignated routes as long as resource damage is not occurring. Although users tend to stay on well-established routes, the lack of designation has created a management problem. Both visitors and managers find it difficult to distinguish between an established, undesignated route and a newly created one. Furthermore, recognizing an established, undesignated route where "resource damage is not occurring" is more challenging to interpret and identify. As a result, enforcing the current travel map within these hatched travel areas is problematic; newly created routes are prolific and increase every year. Because travel on non-system roads within the hatched travel area is permitted, those non-system routes will be referred to as "**undesignated**". Non-system routes outside of the hatch travel area, but still on the Forest, will be referred to as "**unauthorized**".

The Travel Rule provides policy for ending this trend of undesignated route proliferation and managing the Forest transportation system by changing the policy across the Forest to only allow designated roads and trails or areas shown on the travel map as open to motorized travel.

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 by the public; and 4) reduce disturbance of wildlife species through the management of road densities in areas of concern.

Changes in technology, growth in the Uintah Basin and increased ownership of ATVs has increased the demand for roads and trails on the Forest

Motorized use has a long history on the Forest and is a legitimate and appropriate way for people to enjoy the National Forest in the right places and with proper management. As stated above, motor vehicle use has changed since the 1980's in both type and amounts of use. With the increased popularity in OHV use, the demand for motorized OHV routes has also grown exponentially. This demand has created specific issues for the Forest due to constrained budgets for maintenance of designated routes and the proliferation of undesignated or unauthorized routes over time.

As the overall miles of unauthorized and undesignated roads and trails increase, the overall quality of the transportation system declines since a smaller proportion of roads and trails are managed and maintained. In addition, because system routes were developed historically for different purposes, the design and location of routes often do not serve today's recreation needs. Examples where the current situation is not adequately serving visitors would include motorized roads and trails that dead-end at closure boundaries. Such situations invite illegal trespass into closed areas and are difficult to enforce. On the other hand, a well-designed and managed loop trail would offer a more desirable and higher quality experience for the motorized user and reduce the potential for violations.

In order to provide a sustainable OHV recreation experience, the Forest must develop a system of roads and trails that can support such use over time, offer a variety of opportunities for various skill levels and vehicle types, be enforceable, and reduce the damage to resources that unmanaged motorized use can cause.

Motorized use of undesignated roads and trails and of non-motorized trails is contributing to conflicts between motorized and non-motorized use

As motorized and non-motorized use has increased on the Forest, conflicts among the different uses have increased. Conflict is not necessarily an inherent incompatibility among different uses, but rather is attributable to one person's behavior interfering with the ability of another person to achieve their desired goals. Often times, the person creating the conflict is not even aware that his/her activity or behavior is causing concern for others. Conflict comes in many forms and is particularly prevalent during the hunting season when a large number of both motorized and non-motorized visitors are recreating on the Forest.

Creating a designated system of motorized routes offers the opportunity to reduce conflict between motorized and non-motorized use particularly during the hunting season, reduce trespass onto adjacent private land, and improve coordination between motorized use and permitted special uses.

Motorized use of undesignated routes is contributing to resource damage

Currently, wheeled motorized vehicle travel by the public is not permitted off system routes, with the exception of the hatched travel areas on the Vernal Ranger District. However the number of unauthorized routes across the Forest continues to grow each year.

The exact mileage of unauthorized and undesignated routes existing on the Forest is unknown and obtaining a complete inventory of all unauthorized and undesignated routes is not considered reasonable due to the extensive number of routes over the entire forest and the exorbitant cost and amount of time that would be associated with such an inventory. In addition, the Travel Rule does not require such an inventory. However, the use of air photography can give a reasonable estimate to the miles of undesignated routes.

In 2000, analysis of 1995 digital orthophotos and infra red photography was used to digitize features that looked like potential motorized routes not already on the Forest transportation road dataset. The features were then attributed through interviews with knowledgeable field personnel. All the features in this dataset are not necessarily routes that are currently used by motorized vehicles, and routes that did not appear on the orthophotos and infra red photography (under tree canopy, or created since the photos were taken) were not included in the inventory. Some of the routes included may have been closed and reclaimed (including revegetated and/or have barriers installed) but have evident scars, while other features were never actually roads (perhaps scars from pipelines or other developments, etc). Additional routes inventoried since 2000 have also been included in this analysis.

From this data, and using field knowledge and public comments, we made assumptions on which of the undesignated or unauthorized routes continue to receive public motorized use. While use of this dataset will not fully represent the current condition, it does represent the best data available for this analysis.

The miles of unauthorized routes indicated by the data is approximately 373 miles in the Roosevelt/Duchesne District, 480 miles in the Flaming Gorge District, and 583 miles in the Vernal Ranger District, of which 368 miles are considered "undesignated" within the hatched travel area. These routes often lead to compaction and rutting through wet meadows and across riparian areas, which in turn increases sedimentation into streams by channeling drainage and run-off which affects water quality. Trampling of vegetation by vehicles disturbs sensitive soils; damages riparian, meadow, and alpine areas; and increases compaction, which prevents native plants from thriving and increases water run-off. Noxious weeds are often spread along these unauthorized routes as weeds often thrive in disturbed areas. Noxious weeds have the potential to change native plant communities. Because these unauthorized routes are not a part of the maintenance inventory schedule, resource damage and the spread of noxious weeds can continue to worsen over time.

Successfully managing a designated system of motorized routes offers the opportunity to reduce resource impacts on wet meadows, water resources, and steep slopes, as well as limit the introduction and spread of noxious weeds. Creating a designated system of motorized routes also offers the opportunity to improve the long-term sustainability of routes by focusing maintenance dollars on priority routes.

Motorized travel is contributing to wildlife disturbance

All forms of forest-based recreation cause some wildlife disturbance. However, motorized recreation has the potential to cause a greater disturbance to wildlife, largely due to the fact that motor vehicles can cover a large area in a short period of time. The Western Association of Fish and Wildlife Agencies noted in a 2005 letter to the Chief of the Forest Service that, “unregulated and illegal use of OHVs has emerged as a significant threat to certain wildlife habitats and to the quality of hunting and fishing experiences.” Fragmentation, harassment, and unintentional disturbance of wildlife occur from vehicle use along roads and motorized trails.

Currently, there are approximately 435 miles of Forest system roads and 13 miles of Forest motorized trails within the Flaming Gorge Ranger District; 451 miles of designated roads, 87 miles of designated motorized trails, and 368 miles of established, undesignated routes in the hatched travel areas in the Vernal Ranger District; and 562 miles of Forest system roads and 39 miles of Forest motorized trails within the Roosevelt/ Duchesne Ranger District. The numbers of routes are increased through the use and development of unauthorized routes. Species of concern in the project areas include (but are not limited to) Threatened, Endangered, Sensitive, Management Indicator species, and Neotropical Migratory Bird species (see the Wildlife Resource, and Aquatic Species Resource Reports available in the Project Record for a full list of species under each category).

Creating a designated system of motorized routes offers the opportunity to reduce wildlife disturbance by limiting motorized travel to designated routes, establishing seasonal restrictions on routes, and closing routes that potentially fragment especially important wildlife habitats.

1.5 Management Direction

This analysis tiers to Forest Plan standards and guidelines, and the Travel Rule. This document also follows Forest Service Manual direction where applicable and the Forest Recreation Site Facility Master Plan and Recreation Niche recommendations.

The Forest Plan establishes long-term management direction for the entire Forest and provides a framework for travel management planning. Key objectives for this analysis include Forest Plan goals, objectives, standards and guidelines and are listed in section *1.6 Project Objectives*. Specific resource management direction is provided in *Chapter 2 section 2.2.1 Management Actions and Requirements*, in each resource section in Chapter 3 of this EIS, as well as in the Specialist Resource Reports available from the Project Record. Forest management goals define the direction of Forest-wide management. The objectives further define and specify the management activities to be accomplished. The standards and guidelines define and specify the conditions to be maintained or achieved through the management activities. Should conflicts occur between standards and guidelines, the conflict will be resolved in favor of the direction which produces the greatest degree of multiple use value.

The Travel Rule requires designation of those roads, trails, and areas that are open to motor vehicle use and 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 designation (36 CFR 261.13). The Travel Rule also recognizes the potential need to revise current designations to meet changing conditions (36 CFR 212.54) and sets up the criteria for designation of roads and trails that will be used in this travel management plan including: effects on natural and cultural resources, public safety, provision of recreational opportunities, access needs, conflicts among uses, maintenance and administration, and availability of resources for the maintenance and administration (36 CFR 212.55).

While the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain forest roads or trails for the purposes of dispersed camping or retrieval of game (36CFR 212.51 (b), the Forest Service Manual directs the Regional Forests to coordinate these designations to promote consistency within states and among adjoining administrative units (FSM 7715.74 (3)(2009)). Regional Foresters for National Forests within the State of Utah have decided to restrict dispersed camping to 150 feet from designated routes. Utah State government, the Bureau of Land Management (BLM), and National Forests within the State of Utah have agreed to not allow use of motor vehicles for off road game retrieval.

1.6 Project Objectives

This action responds to the goals, objectives, standards and guidelines outlined in the Forest Plan, direction from the Travel Rule, and Forest Service Manual (FSM) direction. The following are a list of objectives for this travel management plan.

1. Provide a diversity of sustainable road and trail opportunities for experiencing a variety of environments and modes of travel consistent with the National Forest recreation role and land capability (FSM 2353.03(2)). This would include providing motorized access needed to accommodate roadside dispersed camping, access to hunting and fishing areas, and access to trailheads.

2. Maintain a variety of Recreation Opportunity Spectrum (ROS) classes to provide activities from roaded natural to primitive (Forest Plan Record of Decision 1986, p.7) (ROD).
3. Manage dispersed recreation at Forest standard service level as identified in FSM 2300 in Management Areas B, D, E, F, G, H, I, K, L, N, N1, P and R (Forest Plan p. IV-17). Manage at less than Standard Service Level for Management Area A (Forest Plan, p. IV-17).
4. Manage dispersed recreation use to avoid resource deterioration, improve economic efficiency and provide for public safety (Forest Plan, p. IV-17).
5. Administer, protect and develop the Flaming Gorge National Recreation Area (NRA) in a manner to best provide for: 1) public outdoor recreation benefits; 2) conservation of scenic, scientific, historic, and other values contributing to public enjoyment; and 3) such management, utilization, and disposal of natural resources as in his [Secretary of Agriculture] judgment will promote or are compatible with, and do not significantly impair the purpose for which the recreation area is established (Forest Plan, p.A-1)
6. Within the NRA provide a high quality, varied recreation experience, encourage utilization of resources where compatible with recreation and provide to the safety and enjoyment of the user (Forest Plan, p. A-1, A-2).
7. Provide areas and opportunities for all types of recreation user experience. Separate identified conflicting recreation uses (Forest Plan, p.IV-18).
8. Manage the habitat of all threatened, endangered, or sensitive plant and animal species to maintain or enhance their status (Forest Plan, p.IV-30).
9. Manage deer and elk habitat to support populations at State objective levels as defined by the Utah Division of Wildlife Resources (UDWR) management plans.
10. Assure adequate access to public and private lands (36 CFR 212.55(c)).
11. Comply with national legislation pertaining to cultural resource management and prevent damage to any significant cultural site (Forest Plan, p.IV-20).
12. Manage vegetation to enhance the riparian ecosystem (Forest Plan, p.IV-46)
13. Provide for public safety.
14. Provide for adequate maintenance and administration of designations based on availability of resources and funding to do so.
15. Provide safe drinking water and comply with the Clean Water Act, whether the source is a natural or developed water supply (FSH 2532.02, 2).
16. Soil resource management must be consistent with the Forest Service goal of maintaining or improving long-term soil productivity (NMFA) and soil hydrologic function (FSH 2509.18-2.2).
17. Provide consistency of use on roads that cross jurisdictional boundaries.

1.7 Project Scope

Key to this Travel Management Plan is an understanding of the limitations regarding what this project does and does not include. These limitations are necessary to focus on the most urgent problem (areas where management of summer motorized use is not being effective) and allow this project to be completed in a timely manner.

What this Travel Management Plan includes:

- Focus is on managing summertime public, motorized travel. Over-snow vehicle use is not included.
- Focus is on access to those dispersed camping areas which are appropriate in location to minimize resource damage. In order to be consistent with other National Forests in Utah, dispersed camping has been restricted to 150 feet from a designated road or trail. The current travel plan allows dispersed camping up to 300 feet from a designated road or in the case of the Vernal hatched area 300 feet from an existing, undesignated route.
- Focus is on deciding the location of routes open to public motorized use, the class of vehicle appropriate for each route, and the timing of use (e.g. seasonal restrictions)
- Focus is on analyzing the changes needed to the current National Forest system of roads and motorized trails as identified in the Forest Transportation Layer. System roads and trails are numbered routes that have been determined to be necessary for management of the National Forest and are eligible to receive maintenance funds.

What this Travel Management Plan does not include:

- This project does not address over-snow winter motorized travel. The issues, environmental effects, and geographic areas associated with motorized winter travel are quite different compared with motorized summer travel. Addressing motorized winter travel along with summer motorized travel would lengthen the planning process significantly and would divert time and resources away from the most urgent need, which is eliminating unrestricted motorized use during the summer.
- This project does not include a complete inventory of non-system routes, thus it is entirely possible that additional routes exist that could be considered for inclusion in the Forest transportation system. The Travel Rule requires the motor vehicle use map to be published annually with changes made as needed. The fact that some routes may not be included in the system being designated this year does not foreclose the opportunity to consider these routes in subsequent decisions.

The geographic scope of this Travel Plan includes approximately 1,126,419 acres of the 1,400,265 acre Ashley National Forest. This includes portions of 12 of the 14 Management Areas (MA) on the Forest within the Roosevelt/Duchesne, Vernal, and Flaming Gorge Ranger Districts. The 273,847 acre High Uinta Wilderness Area is outside the scope of this analysis (for a complete description of the MAs see Forest Plan pp. IV-5 thru IV-13).

Flaming Gorge Ranger District is split into three separate pieces; the Green River corridor portion out of the National Recreation Area (NRA); the Goslin Mountain area to the north and east of the NRA; and the NRA itself. The entire unit lies on the north slope of the Uinta Mountains and stretches from the Forest eastern boundary westward to a common boundary with the Uintah-Wasatch-Cache National Forest. The portion of the Flaming Gorge District outside of the NRA has nine MAs totaling 152,558 acres (for detailed description of the district outside the NRA and those MAs in this portion see Forest Plan 1986 pp. IV-65, IV-66).

Within the NRA, there are three separate and distinct MAs totaling 190,050 acres. The NRA is comprised of two distinct sections; the Green River Basin and the Uinta Mountains. The Green River Basin extends northward from the state line into Wyoming and is a desert area characterized by rolling hills underlain by sandstone and shale that weather to erosive soils. Vegetative cover is sparse and rainfall is low. The Uinta Mountains portion of the NRA is a

plateau underlain by resistant quartzite that has been deeply incised by the Green River and its tributaries (for detailed description of the NRA and those MAs see Forest Plan 1986 pp. IV-61, IV-62)

The portion of the travel plan within the Flaming Gorge National Recreation Area must comply with Public Law 90-540. This legislation directs the Secretary of Agriculture to "administer, protect, and develop the FGNRA in a manner to best provide for: 1) public outdoor recreation benefits; 2) conservation of scenic, scientific, historic, and other values contributing to public enjoyment; and 3) such management, utilization, and disposal of natural resources as in his judgment will promote or are compatible with, and do not significantly impair the purpose for which the recreation area is established".

Vernal Ranger District is located in the southeast corner of the Forest and lies on the southeastern end of the Uinta Mountain range and is approximately 341,420 acres. The District's northern edge stretches along the crest of the Uintas from the Whiterocks River drainage eastward to the Forest boundary on Diamond Mountain and approximately 13 miles west of the Colorado state line. The unit is primarily in Uintah County, Utah; however, a small portion of the Unit also is within Daggett and Duchesne Counties.

The Vernal Ranger District incorporates portions of Management Areas a, b, d, f, g, h, k, and n. It includes Ashley, Dry Fork, Crush Creek and Little Brush Creek drainages (for a more detailed description see the Forest Plan pp.1V-72 through 1V-74).

The Roosevelt\Duchesne Ranger District North Unit is bordered by the Vernal Ranger District on the east, the Uinta-Wasatch-Cache National Forest on the north and west, and forms the south boundary of the Forest adjoining the Uintah and Ouray Indian Reservation. This Unit lies mostly in Duchesne County, Utah. However, the extreme southeast corner of the unit is in Uintah County, Utah and a small area on the west edge lies in Wasatch County, Utah. This district includes eight (MAs) totaling 500,615 acres (for detailed description of the district and MAs see Forest Plan 1986 pp.IV-79 though IV-87).

The Roosevelt\Duchesne Ranger District South Unit has traditionally been considered as a separate unit of the District. It is physically separated from the rest of the Forest and has different physical and vegetative characteristics. The unit predominantly borders the Uintah and Ouray Indian Reservation on the north, public land administered by the BLM on the east, predominantly private land on the south, and adjoins the Uinta National Forest on the west. The southwestern corner of the unit lies in Utah and Wasatch Counties with the majority of the unit falling in Duchesne County Utah. This unit has five MAs totaling 204,286 acres (for detailed description of the district and MAs see Forest Plan 1986 pp.IV-92 though IV-83).

Roads and trails under the jurisdiction of other entities (such as state and counties) are not analyzed in this document, but are shown on maps of the alternatives. These routes have been included in the maps to show how routes are connected to each other. Previous travel decisions made through site-specific project analysis are considered part of the existing Travel Management Plan and are included in Alternative A, the No Action Alternative. The administrative scope includes analysis of existing designated National Forest System (NFS) roads and trials where revision may be necessary to meet changing conditions (36 CFR 212.54), and unauthorized routes proposed for use by the public or resource specialists. The administrative scope also includes construction, reconstruction or re-routing of trails and roads as necessary to accommodate designation changes and provide protection of resources. **Full implementation of a selected action alternative would not occur until all federal legal requirements, regulations, consultations, and mitigation is met.**

Specifics of the administrative scope of the proposed action are described below under section *1.9 Decision Framework*.

1.8 Proposed Action

The action proposed by the Ashley National Forest to meet the purpose and need is to create a designated system of routes for motor vehicle use and eliminate motorized travel on existing, undesignated routes in the hatched travel area on the Vernal Ranger District.

Changes are being proposed to the current Forest system of roads and motorized trails. These proposed changes are described in detail in Chapter 2. Some new road or motorized trail construction may be necessary to improve the transportation system or to respond to evaluation findings. However, the majority of the routes proposed to be designated exist on the ground, though some may not currently be part of the National Forest transportation system. Likewise, some roads that currently are on the Forest transportation system are proposed to be closed or converted to motorized trails. As the final designated road and motorized trail system is implemented, sections of designated routes will need to be reconstructed to improve sustainability and mitigate resource damage. Under the proposed action the designated road and motorized trail system would total 1,705 miles (including administratively closed roads). This is approximately 118 miles more than the current Forest transportation system. This system would include 44 more miles of motorized trail and 74 additional miles of open road. This alternative would also eliminate approximately 328 miles of existing, undesignated routes.

Designation of authorized uses of National Forest System roads and motorized trails would include the class of vehicle and, when necessary, time of year the routes are open.

As authorized by section 212.50 (b) of the Travel Rule, previous and pending decisions that allow, restrict, or prohibit motor vehicle use on National Forest System roads, trails, or areas have been incorporated into this travel management decision.

1.9 Decision Framework

The Ashley National Forest Supervisor, the responsible official for this project, has determined that preparation of an EIS is required for a decision on the proposed plan under Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA) (40 CFR 1500-1508)

Given the purpose and need, the deciding official will review the Preferred Alternative, the other alternatives, and the environmental consequences in order to make the following decisions:

- Which roads and trails to add or remove from the existing Travel Management Plan?
- What type of motorized uses to allow on these roads and trails?
- What design features are necessary to minimize adverse environmental impacts associated with changes in travel management designations?
- Whether to designate roads or trails specifically for dispersed camping access?
- How management parameters (such as safety and cost) should be balanced with recreation opportunities.
- What monitoring is to be included to evaluate project implementation?
- What if any changes are to be made to the Recreation Opportunity Spectrum?

The Travel Rule requires the motor vehicle use map to be updated annually. The decisions made as part of this project do not foreclose the opportunity to consider changes to routes in the future.

1.10 Public Involvement

Between March of 2007 and the publishing of the Notice of Intents (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, Green River, Lapoint, and Salt Lake City. Field trips were conducted on all the ranger districts. Newspaper articles and press releases were published in the *Uinta Basin Standard*, *Green River Rocket*, *Vernal Express*, and *Salt Lake Tribune*. 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 was 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 *1.11Issues* below).

The input from the above meetings and workshops was combined with resource information to develop the Proposed Action.

Major issues were incorporated into the design of three new alternatives. Documents detailing the review of public comments and the development of issues and alternative design are available 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 data. 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 and the expected publication date for the Record of Decision is in summer of 2009.

Cooperating Agencies

The Forest developed cooperating agency status with the State of Utah and the four counties where Forest land occurs, Sweetwater County, WY, and Daggett, Uintah, and Duchesne Counties in UT. Cooperating agency representatives participated in the review of public comments, identification of issues and alternatives, briefings, and document reviews with the project NEPA Coordinator and Forest Supervisor.

1.11 Issues

Issues serve to highlight effects or unintended consequences that may occur from the proposed action and alternatives giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the deciding officer and public to understand.

The interdisciplinary team separated the issues into two groups: 1) Issues analyzed in depth, and 2) issues not analyzed further.

Issues analyzed in depth were used to formulate alternatives, prescribe mitigation measures, or analyze environmental effects. The following issues were analyzed in depth because of the extent of their geographic distribution, the duration of their effects, or the intensity of interest of

resource conflict. Other issues identified were: 1) outside the scope of the proposed action; 2) already decided by law, regulation, Forest Plan, or other higher level decision; 3) irrelevant to the decision to be made; or 4) conjectural and not supported by scientific or factual evidence.

The CEQ regulations (40 CFR 1501.7) identify and eliminate from detailed study the issues which are not significant or which have been covered by prior environmental review (Sec. 1506.3)" A list of issues not analyzed in depth and reasons regarding their categorization may be found in the project record.

1.11.1 Issues Analyzed in Depth

These issues were used to formulate alternatives to the Proposed Action, prescribe mitigation measures, or analyze and disclose environmental effects. Indicators are measures used to track the effects of the actions on the issues. Issues analyzed in this section and the indicators for each are provided below. For a background statement for each issue, see Chapter 3 for the corresponding issue.

Efforts were made to address impacts quantitatively. Measurement indicators were developed to gauge the effects of the alternatives on each resource. These indicators are used consistently throughout the document and provide the reader a basis for comparison of the alternatives. At times analysis may not show a discernable difference between alternatives (as in the determination for threatened, endangered or regionally sensitive species, or in a few cases, data were not available and impacts were assessed qualitatively (such as the evaluation of economic effects of travel management). However, due to the level of interest identified during scoping these issues were analyzed in full and are displayed in the *Table 2.5.1 Comparison of Alternatives.*

The Forest identified the following issues during scoping. A summary description of issues and their measurement indicators are as follows:

Recreation Issue 1 (Conflicts): **Travel route designations affect opportunities for both motorized and non-motorized recreation activities; the types, amount, and characteristics of the routes affect the experience of the forest user.**

Introducing new recreation activities or restrictions into an area could create conflicts. For example, non-motorized users generally seek areas that offer tranquility, away from the noise and dust that could accompany motorized activity, such as OHV use.

Indicators

- Miles of open NFS road by designation
- Miles of ATV trail (restricted to motor vehicles with an axel width less than 50 inches)
- Miles of motorized trails open to all vehicles
- Miles of non-motorized trails
- Changes to Recreation Opportunity Spectrum

Recreation Issue 2 (Limiting dispersed camping): **Limiting dispersed camping to 150 feet from designated routes may affect the experience and/or reduce the availability of areas to camp.**

Currently dispersed camping may occur any where on the Forest up to 300 feet from a designated road, unless signed otherwise. Dispersed camping is considered an important recreational opportunity on the Forest and limiting motorized dispersed camping to 150 feet from designated

routes may reduce available and desirable sites resulting in crowding and a reduction in the overall experience.

Indicators:

- Miles (or acres) of routes where dispersed camping may occur.

Recreation Issue 3 (Safety): **The amount, location, and designation of motorized and non-motorized roads and trails may affect the safety of Forest visitors.**

For example, roads that are open to **mixed traffic** (by both highway-legal and non-highway-legal motor vehicles) allow for travel by large vehicles pulling trailers, as well as ATVs operated by inexperienced drivers, such as children over the age of eight who have completed a safety course.

Indicators

- Miles of road allowing mixed traffic

Recreation Issue 4 (Costs): **Travel management affects road and trail program costs. Implementing and managing the travel plan will require signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails.**

The cost of these activities may be prohibitive to adding new routes or routes that would require high maintenance or mitigation costs.

Indicators

- Costs to program management

Soil and Water Issue 1 **(Soil degradation): Motorized travel (including access to dispersed camping) in areas of sensitive soils such as meadows and alpine may result in loss of soil productivity detrimental disturbance to soil resources.**

Although cross-country motorized travel is currently prohibited, this use continues to occur. Open areas, such as alpine and meadows, which are close to or traversed by motorized vehicles are susceptible to off route use because of their openness. This can lead to resource damage, vegetation damage and spread of noxious weeds.

Indicators:

- Miles of motorized route crossing meadows, alpine, and other open areas.

Soil and Water Issue 2 (Water quality): **Water resources may be affected due to increased erosion, degraded soil productivity, compaction, and delivery of sediment into streams.**

The type, extent, and location of travel routes on the forest have the potential to adversely affect water resources by contributing to accelerated soil erosion and increased sediment delivery to lakes and streams (Grace III, 2002, Satterlund and Adams, 1992). Wetlands and riparian areas are particularly vulnerable to rutting and damage from motorized traffic. Route proximity to water further increases the likelihood of accelerated stream sedimentation, bank instability, and channel headcutting from travel route related damage. Human use is often concentrated in and near these areas where terrain and gradient often provide the easiest relative access. Water quality can, in turn, be adversely affected by these point and non-point sources of pollution.

Indicators:

- Miles of unpaved motorized routes within 300' of perennial streams and lakes greater than 1 acre.
- Miles of unpaved motorized routes crossing mapped meadow and riparian habitat.
- Miles of unpaved motorized routes encroaching on perennial streams.
- Number of crossings of perennial streams by unpaved motorized routes.
- Miles of unpaved motorized route within source protection zones 1-3 of municipal watersheds
- Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds.

Wildlife Issue 1 (Disturbance): Motorized travel on roads and trails may adversely affect threatened, endangered, and Forest Service Sensitive Species (TES) through displacement due to disturbance.

Indicators:

- Miles motorized roads and trails in known TE or S species habitat.
- Acres of TE or S habitat affected by designated roads and trails.

Wildlife Issue 2 (Habitat Loss, Fragmentation): Designating new or unauthorized routes for motor vehicle use may result in changes to, or loss, of habitat due to construction or maintenance needs (widening the track, surfacing the route) of these routes.

Indicators:

- Miles of designated roads/trails within known TE or S habitat.
- Acres of TE or S habitat affected by roads and motorized trails.

Wildlife Issue 3 (Big Game Habitat and Disturbance): Motorized travel may affect summer and winter big game (elk and deer) habitat and increase vulnerability during hunting season. Roads left open to vehicular traffic may adversely affect use of the area by elk, and to a lesser extent, by deer.

Indicators:

- Density (mile/mile^2) of open NFS roads and motorized trails by District within critical habitat (winter range and critical summer range).
- Acres of critical elk and deer winter range affected by motorized travel.

Wilderness Potential: Changes to motorized travel opportunities within inventoried potential wilderness could affect the wilderness potential of the area. (Wilderness potential could be improved, maintained, reduced, or removed.)

Indicators:

- Miles of roads and trails designated for motorized vehicle travel within potential wilderness areas.
- Acres of open travel in potential wilderness areas.
- Relative area available for motorized dispersed camping within potential wilderness.

Economics Issue 1: OHV opportunities on the Forest may lead to economic benefits in Manila and other parts of Daggett County if routes are available that connect communities to those OHV opportunities.

Local government within Daggett County has demonstrated a deep interest in the opportunity to link Manila to the Forest via motorized trail systems. It is believed this linkage could provide an economic opportunity for this small, isolated town, located on the shore of the Flaming Gorge Reservoir. This potential is tied to the increasing popularity of OHV activities.

Indicators:

- Effects to Daggett County and businesses within the county.

Economics Issue 2: Travel Management has the potential to affect overall economics of communities.

Growth in the Unitah Basin and increasing popularity of OHVs has resulted in the increased demand for OHV (all sizes) routes and opportunities. This growth and demand is expected to continue. Over an eight year period ATV registration in Uintah County has increase 616% over eleven years (Division of State Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009). While the area receives economic benefits from the full range of recreational opportunities available on the Forest, the growth in OHV recreation has resulted in some local businesses developing or becoming dependent on continued OHV activities for increased profits, or even for their viability.

Dispersed camping on the Forest most commonly includes RV use. Many RVs are sold and serviced in the local communities. There is a concern that reduction in opportunities for dispersed camping will result in fewer people participating and spending on goods and services associated with dispersed camping.

Indicators:

- Effects to overall economics of the area
- Effects to specific business types

Cultural Resource Issue 1: Designating new routes for motor vehicle use may directly result in adverse effects to cultural resources. Effects are a result of motor vehicle use, road construction, and road maintenance on cultural resource sites. Direct effects may occur when cultural resource sites intersect with a designated route.

Indicators:

- Number of cultural resource sites directly affected by designated routes.

Cultural Resource Issue 2: Designating new routes for motor vehicle use may increase access to cultural resource sites resulting in adverse effects, such as vandalism, unauthorized collecting, and increased erosion. Designating new routes also increases the number of cultural resources adversely affected by dispersed camping activities (excavation of fire pits, excavation of latrines, excavation for site landscaping, etc.). Indirect effects may occur when cultural resource sites are within 150 feet of a designated route.

Indicators:

- Number of cultural resources sites indirectly affected by designated routes.

1.11.2 Issues Not Analyzed in Depth

The issues not analyzed in depth are listed below. A complete list of issues not analyzed in depth and the rational regarding their categorization may be found in the Project Record at the Forest Supervisors Office, Vernal UT.

Access:

Motorized access should be available to all roads, trails, and areas not designated on the Forest Travel Plan.

Response: Allowance of indiscriminant access to unauthorized (also known as user-created, unclassified, or non-system) roads, trails, and/or areas would not meet the purpose and need for the project, or the Travel Rule (36 CFR 212 and 261)

Access to firewood harvest areas may be affected by the location and types of access provided by travel management.

Response: Firewood harvest and any associated need for off-road travel would be authorized in the firewood permitting process.

Access should be available for range permittees, private land owners, mining claimants, and other users who access the Forest under permits and contracts.

Response: Access to accommodate the special needs of range permittees, private land owners, and mining claimants may be permitted under authorities related to those uses (36 CFR 212.51).

Roads providing access to in-holdings and Reserved Lands need to remain open.

Response: These statements relate to existing policy and regulations that the Forest Service is required to follow. Consideration of these items is noted, and is a part of the Travel Management process.

Access should be available for older people or people with disabilities.

Response: Under section 504 of the Rehabilitation Act of 1973, no person with a disability can be denied participation in a federal program available to all other people solely because of his or her disability. Wheelchairs are welcome on all NFS lands that are open to foot travel. Reasonable restrictions on motor vehicle use, applied consistently to everyone, are not discriminatory.

Maintain cross-country access for big-game retrieval in order to reduce physical hardships on the hunters.

Response: Unlimited motorized cross-country access for big-game retrieval is not currently allowed. Hunters are currently limited to motorized travel up to 300 feet off road to retrieve game. Based on the Travel Rule, the Regional Forester, in consultation with Forest Supervisors of Utah and Idaho, have determined that game retrieval will not be allowed on any National Forest lands in Utah and Idaho. Legally tagged game may be retrieved using non-motorized means only.

Law Enforcement and Public Education:

The Travel Management Plan and associated maps should be designed to be easy for the public to understand and reasonable for the Forest Service to enforce.

Response: We agree with this statement and it is an identified need of the travel management plan.

There is a need for increased budget and officers for enforcement of the travel plan.

Response: While the Travel Management plan can not allocate the number of enforcement officers needed or the budget for enforcement, it contains the ability to affect the enforceability of the plan through the planning process. This would include placement of open routes, elimination of off-road game retrieval, and signage. Therefore law enforcement has been addressed in the *3.1 Recreation Resources* section in Chapter 3.

Noxious Weeds:

Changing patterns, location, type, and extent of recreation use and travel management may cause an increase in the spread of noxious weeds.

Response: Forest Plan direction requires projects that may contribute to the spread or establishment of noxious weeds shall include measures to reduce the potential for spread and establishment of noxious weed infestations. These measures are included in the management requirements to be followed with any selected action alternatives.

Given successful implementation of these requirements, adverse effects involving noxious weeds would not be discernible in any alternative. However, the placement of routes may affect the off-road spread of noxious weeds by reducing the opportunities for cross country travel. Therefore noxious weeds have been addressed in the Project Design Features of this document.

Public Rights-of-Way (R.S. 2477):

The analysis should consider roads and trails that qualify as public rights of way under R.S. 2477.

Response: The Forest Service recognizes documented rights-of-way held by State, county, or other local public authorities. This includes rights-of-way under Revised Statute (R.S.) 2477 that have been evaluated by the authorized Forest Service official in order to make an administrative determination of validity; or that have been adjudicated through the federal court system.

Safety:

Improper use and lack of parental supervision of youth on OHV's can cause accidents and human harm.

Response: Consideration of potential dangers and difficulty of trails is part of the assessment process. However, lack of adult supervision of ATV riders, and the age of the rider is a separate issue and part of OHV education efforts beyond the scope of this project. The State of Utah designates the legal age and law governing ATV use. Forest Service roads open to the public abide by those laws and regulations.

Restrict ATV use at Wilderness trailheads in order not to scare horses.

Response: Only three trailheads currently allow mixed traffic and provide access to non-motorized trails.

2005 Ashley National Forest Roads Analysis:

There was no consultation during the development of the 2005 Ashley National Forest Roads Analysis nor did it include county roads or the access needs and rights of residents and permit holders.

Response: The Forest 2005 roads analysis was an internal document which included only Forest Service maintenance level 3, 4, and 5 roads. These roads are open to public

use and are suitable for passenger cars. There is no requirement to seek external comments during the development of internal documents.

A new roads analysis must be completed prior to the completion of the Travel Management Plan.

Response: The Travel Management process does not require utilization of, or even close coordination to the 2005 Roads Analysis in its completion. The baseline for the Travel Management process is the existing travel regulations which were made independent and prior to the completion of the 2005 Roads Analysis.

1.12 Other Related Efforts

1.12.1 Relationship to Other Plans, Decision Documents, and Regulatory Authority

Direction and authority for the proposal come from the NFMA, NEPA, and CEQ, all of which provide general land management and environmental analysis direction. The NFMA requires that all projects and activities proposed and considered be consistent with the Forest's Forest Plan. If a project or activity cannot be conducted consistent with the Forest Plan, it cannot go forward as planned unless the Forest Plan is amended. The Forest Plan Consistency section in Chapter 3 of this EIS documents those components of the various alternatives that would require an amendment to the Forest Plan if selected.

1.12.2 Project Record

This EIS hereby incorporates by reference the Project Record (40 CFR 1502.21). The Project Record contains Specialists' Reports and other technical documentation used to support the analysis and conclusions in this EIS. The use of Specialists' Reports and the Project Record meets provisions of the Council on Environmental Quality (CEQ) regulations to reduce NEPA paperwork (40 CFR 1500.4), to make EISs analytic rather than encyclopedic, and to keep EISs concise and no longer than absolutely necessary (40 CFR 1502.2). The objective is to furnish enough site-specific information to demonstrate a reasoned consideration of the environmental impacts of the alternatives and how these impacts can be mitigated, without repeating detailed analysis and background information available elsewhere. The Project Record is available for review at the Forest Supervisors Office, Ashley National Forest, Vernal, UT.

CHAPTER 2. ALTERNATIVES, INCLUDING THE PROPOSED ACTION

2.1 Introduction

This chapter describes and compares the alternatives considered for the Ashley National Forest Travel Management Plan. This chapter is presented in three sections:

Common Features of Action Alternatives: Describes features that are associated with development and assessment of all alternatives. This section provides common definitions of terms utilized in the assessment process, project design features (PDFs) and Best Management Practices (BMPs), description of road and trail standards, and an outline of monitoring and evaluation methods.

Description of the Alternatives: Provides a detailed description for each alternative, including the No Action alternative. This section also presents the alternatives in comparative and map form, sharply defining the differences between each alternative and providing a clear basis for choice among options by the decision maker and the public.

Comparison of Alternative Effects: Describes differences among the alternatives in terms of response to issues and environmental effects, thus providing a clear basis for comparison among options by the decision maker and the public. This section summarizes information found in Chapter 3 of this Draft EIS.

2.2 Common Features of Action Alternatives

This chapter presents a range of reasonable alternatives (40 CFR 1502.14). It describes and compares the alternatives in terms of their environmental impacts (*Chapter 1 section 1.11*), and their achievement of objectives (*Chapter 1section 1.6*). The alternatives present a range of analysis options (40 CFR 1502.14). Some of the information used to compare the alternatives is based upon the design of the alternative (i.e., street legal vehicle use only versus mixed traffic which includes street legal vehicles and ATVs on the same route). Some of the information is based upon the environmental impacts of each alternative (i.e., the miles of roads within 300 feet of a perennial stream).

The ID Team developed and analyzed in detail five alternatives, including the No Action and Preferred Action alternatives, in response to issues raised during scoping (Section 1.10 - Public Involvement). The alternatives are detailed below by a description of proposed designations for District, followed by a summary for the Forest. In the following text and tables describing the alternatives, all numbers are estimates based on the best information currently available from the geographic information system (GIS). Miles are approximate and have been rounded to the nearest whole number for summations; individual roads may be represented to the nearest tenth of a mile for comparison reasons. Corrections and adjustments will occur as needed during further environmental analysis and during project implementation. We caution reviewers to judge the difference between alternatives based on site-specifics and substance rather than on summary statistics. The distribution and location of routes across the landscape is more important and meaningful than simply quantifying the mileage of the alternatives.

2.2.1 Features Common to all Action Alternatives

The Proposed Action and each action alternative contain management requirements and project design features (PDF) designed to protect resource uses and values. The alternatives also contain

monitoring requirements to ensure the design features are effective and the Purpose and Need is being met.

Travel management is the administrative process of designating the types of use allowed on routes and areas. Ground-disturbing activities associated with this process are limited to the application of stated project design features necessary to minimize or avoid adverse environmental effects or provide for public safety. These required PDFs are found in *Section 2.2.3*. While this EIS makes decisions on travel route designations, the actual authorization of routes from a non-motorized to motorized use, or unauthorized routes being added to the designated motorized route system would require application of the PDFs before they are formally authorized and displayed on the motor vehicle use map for public use.

All existing undesignated routes within the Vernal hatched travel area that are not designated with the implementation of an action alternative would be considered “unauthorized” and would be restricted to non-motorized travel.

All unauthorized routes would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails where getting to the site would not involve:

- Crossing alpine or meadow areas;
- Crossing a live stream;
- Camping within 100 feet of a water body such as a lake or live stream (this does not include reservoirs).
- Camping within ¼ mile of a developed campground.

Any site specific exceptions to the above regulations would be posted on the ground.

In the interest of consistency and ease of interpretation of the travel regulations, routes will be designated as follows:

> The Vernal Ranger District and the Flaming Gorge Ranger District roads south and east of Highway 44 will generally be open from May 1 through December 19 unless otherwise designated. Motorized trails will be open from June 15 through November 19 unless otherwise designated. There would not be any seasonal restrictions on the rest of the district unless otherwise designated.

The season of use is shorter for motor trails than roads. This is due to the fact that trails are generally of lower standard and remain wet later into the summer. As such, they are more susceptible to surface damage from motorized use early in the season.

Land types in the Flaming Gorge Ranger District not included above are generally different than those areas included above and seasonal closures would be implemented on a case-by-case basis according to location and resource concern.

Land types in the Roosevelt/Duchesne Ranger District vary to a greater degree than the area discussed above and seasonal closures would be implemented on a case-by-case basis according to location and resource concern.

Types of Routes and Definitions

All-Terrain Vehicle (ATV) and ATV Trails: The common use of the term "ATV" includes motorized vehicles less than 50 inches in width, traveling on three or four low pressure tires, having an unladen dry weight of 800 pounds or less, having a seat designed to be straddled by the operator, and designed for or capable of travel over unimproved terrain. However, at times in this document, certain motorized trails may be referred to as "*ATV trails"*. In this scenario, the term ATV trail includes routes open to both ATVs and motorcycles.

Cross-country Motor Vehicle Use: Motorized travel is considered cross-country when a motorized vehicle (except motorized over-snow vehicles on snow) leaves a designated road or a designated motorized trail.

Designated Route: Roads and trails identified by the agency where the appropriate type and time period of use is specified. Any routes or areas not designated for motorized use are restricted to non-motorized use.

Hatched Travel Area: Two travel areas, totaling 111,805 acres, on the Vernal Ranger District currently allow motorized vehicle travel on designated routes and established, undesignated routes, as long as resource damage is not occurring. These areas are depicted with cross hatching on the current Travel Map. For reference purposes throughout this document, these areas will be referred to as the *"hatched travel area"*.

Mixed Use Road or Mixed Traffic Use: Designation of a National Forest System road for use by both highway-legal and non-highway legal motor vehicles.

Motorized trails, OHV trails, or ATV trails are routes available for Off-Highway Vehicles (OHVs) as well as non-motorized users. They include trails available to all OHVs, and those available specifically to All Terrain Vehicles (ATVs), and motorcycles. Trails are generally engineered to a lesser degree than roads, or not at all, are narrower, have less of a clearing width and are maintained to a different level. One generally feels closer to nature on a trail than on a road.

Motorized trails fall into three categories:

1. Motorized trails for vehicles with widths less than 50 inches. These routes are available for ATVs and motorcycles as well and non-motorized users.
2. Motorized trails for all vehicles. These routes are available for larger OHVs including the side-by-sides, and 4-wheel drive vehicles as well as the smaller ATVs and motorcycles and non-motorized users. These routes are also appropriate for larger vehicles pulling trailers to access dispersed camping sites.
3. Special Designation Trails - Motorized trails for OHVs. These routes are available for larger OHVs including the side-by-sides, and 4-wheel drive vehicles as well as the smaller ATVs and motorcycles and non-motorized users. These routes are narrow and require high clearance vehicles and may not be appropriate for pulling trailers on.

Non-motorized trails are routes available for hikers, bicyclers (except in Wilderness) and horseback riders. Use by motorized wheelchair is allowed when feasible within the defined trail-bed. Routes restricted to non-motorized use are closed to motorized use administratively.

A Motor Vehicle Use Map (MVUM) reflecting the revisions to travel management would replace the current Travel Management Maps and would be displayed at the Roosevelt/Duchesne, Vernal, and Flaming Gorge Ranger Districts, as well as the Forest Supervisors Office. Maps would be available free of charge at all District offices and on the Forest web page.

National Forest System (NFS) Road: A forest road other than a road authorized by a legally documented right-of-way held by a State, county or other local public road authority. These roads may be classified as open, closed, or seasonal.

NFS Street Legal Road: Refers to NFS roads defined above that are restricted to vehicles that are currently registered and licensed for legal highway use.

Roads are defined as a motor vehicle travelway for vehicles over 50 inches wide. Off-Highway Vehicles (OHVs such as ATVs and dirt bikes) operated by licensed drivers and registered as street legal vehicles are also legal, as prescribed in Utah law. Unlicensed drivers may not operate

motor vehicles on NFS roads, unless the road is designated as "mixed use." Hikers, bicyclers, and horseback riders are encouraged to travel safely along road edges.

Roads fall into one of three categories:

1. **Undesignated routes** are not NFS roads and occur within the "hatched travel area" on the Vernal Ranger District. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.
2. **Unauthorized routes** are not NFS roads and occur outside the Vernal Ranger District hatched travel area. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.
3. **Designated roads** include roads wholly or partially within or adjacent to NFS lands needed for long-term motor vehicle access, including State roads, county roads, privately owned roads, NFS roads (see below), and other roads authorized by the Forest.

Utility Terrain Vehicle (UTV) also known as side-by-sides vehicles, SxS, RUV (Recreational Utility Vehicles) MUV (Multi-Use Vehicles). Any recreational motor vehicle other than an ATV or motorbike capable of travel over unpaved roads, traveling on four low-pressure tires of 20psi or less and with a width of less than 74 inches, maximum weight less than 2,000 pounds. Utility type vehicles do not include golf carts, or vehicles specially designed to carry disabled persons.

Management Actions and Requirements

Designated motorized routes would be identified on the Forest MVUM using nationally directed uniform standards. Road number signs identifying those routes open to public travel would be posted on the ground to the extent practicable. Designation of travel routes and areas would follow requirements in 36 CFR Parts 212, 251, 261, and 295. It is believed that changing the current policy from "open unless signed or mapped closed" to "designated roads only are open" would make management of these roads less difficult and reduce confusion.

State Statutes: All Forest roads would be available for registered and licensed ATV and motorcycle use per state statute (State Bill 181). State statutes governing operating off-road vehicles apply to all alternatives. Regulations regarding noise emissions and mufflers are also governed by the state.

Limit motorized access to dispersed camping within 150 feet of designated routes on most areas of the Forest as long as it does not result in resource damage such as rutting, fording of streams, crossing wet meadows, creating new unauthorized routes, spreading noxious weeds, or similar resource degradation. Areas available for dispersed camping will be identified on the MVUM and exclude the following areas:

- Within 100 feet of a live stream;
- If access to camping area would involve crossing an alpine area;
- If access to camping area would involve crossing a wet meadow;
- If access to camping area would involve fording a live stream;
- Within ¼ mile of a developed campground;
- Within a known cultural resource area of concern.

A designation for a road or trail includes all terminal facilities, trailheads, parking lots, and turnouts associated with the designated road or trail. The designation also includes parking a motor vehicle within one vehicle length from the edge of the road surface when it is safe to do so

and without causing damage to NFS resources (Proposed Washington Office Directive FSM 7716.1).

Off Highway Vehicle (OHV) operation for general travel would not be allowed off any designated motorized route.

Undesignated routes would be restricted to non-motorized use after implementation of the selected alternative.

All areas and routes on the Forest are open to non-motorized use (by foot, mountain bike, or horse), unless prohibited for administrative reasons such as safety.

Mountain bikes would be permitted on all roads and trails outside the High Uintas Wilderness, unless otherwise posted.

Hiking and horseback riding would be permitted anywhere on the Forest, unless otherwise posted.

Exemptions to off-road travel as described in 36 CFR 212.51(a) would be allowed under all alternatives. Exemptions fall into three categories: emergencies, administrative activities, and activities allowed under special use permits. Examples of emergency exemptions include fire, law enforcement, and search and rescue activities. Administrative activities include noxious weed control, wildlife management, and vegetation management (timber, fuel reduction). Activities allowed under special use permits include firewood gathering, wildlife research, livestock operations, access to private lands, leased lands, permitted occupancy land and permitted use lands, and outfitter-guide operations associated with assigned campsites. This last category of exemptions allowed under special use permits requires specific authorization from the appropriate Line Officer, detailing when, where, who, and under what circumstances motorized travel is allowed.

Emergency closures may continue to be issued on a temporary basis by the deciding official based on a determination of considerable adverse effects pursuant to CFR 212.52(b)(2). This includes public safety, considerable adverse impacts to soil, vegetation, wildlife habitat, or cultural resources. The agency can maintain this closure until the effects are mitigated and measures are implemented to prevent future recurrence.

Non-system routes that are not displayed on the Motor Vehicle Use Map would be closed and stabilized, reclaimed, or obliterated as funds allow. Further site-specific environmental analysis is not needed to close the route but may be conducted to determine the appropriate method of closure.

Route maintenance and reconstruction: For all action alternatives (B-E), maintenance and/or reconstruction may be needed on designated routes to improve their sustainability. Site-specific environmental analysis would be conducted prior to any route reconstruction. Basic maintenance would occur on all routes designated as part of the Forest transportation system and would not require additional analysis. BMPs would be used to control erosion and runoff on all designated motorized routes. These practices include, but are not limited to; waterbars, culverts, dips, and drainage ditches to control flow.

2.2.2 Standards, Maintenance, and Construction

Road and trail standards vary depending on intended use. Standards allow for a range of route conditions from primitive to high standard. Improvements that may be required to bring individual roads or trails up to standard largely consist of light reconstruction or routine maintenance. Road and trail maintenance, required by Forest Service Manual direction would continue as available funding is allocated by Congress. In all action alternatives, portions of some

roads and trails would require reconstruction or relocation in order to meet standards. Some Alternatives would require limited new construction which would consist of short "connector" segments, tying existing roads or trails together. PDFs found in *section 2.2.3* cover some of the standards that would be used in construction and relocation. New trails or roads would be designed to meet the trail or road standards as defined by the USDA Forest Service Standard Specifications for Construction of Trails, EM-7720-102; or the FSH 7700 Roads USDA Forest Service Handbook for roads. Site-specific environmental analysis would be conducted prior to any route construction. BMPs would be used to control erosion and runoff on all designated motorized routes. These practices include, but are not limited to; waterbars, culverts, dips, and drainage ditches to control flow.

2.2.3 Project Design Features

Forest Plan standards and guidelines apply to all alternatives. Best Management Practices (BMPs) addressing soil, water, and noxious weeds would be applied to the maintenance of travel routes and to route closures. BMPs would also be applied to any route construction (Alternatives B, C and E only).

- Forest 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 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.
- **Newly Designated Roads and Trails**. Newly designated roads and trails would be subject to the following project design features. 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. 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.
    1. **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.
    2. **Plants**. A rare plants survey and evaluation would be completed, and enact necessary protection measures so that no unacceptable impacts would occur to rare or sensitive plants, or impacts would be mitigated to acceptable levels.
    3. **Animals**. A survey, evaluation and consultation for threatened, endangered, and sensitive animals would be completed. Enact necessary protection measure so that no unacceptable impacts would occur, or mitigate impacts to acceptable levels where possible.
    4. **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.

5. **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).
6. **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).
7. **Trail Reclamation**. Reclaim abandoned trail segments by physical closure, installation of water management structures, and pulling available slash over the abandoned trail.
8. **Trail Construction**. Standard trail construction will follow the specifications required from EM-7720-102.
9. **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).
10. **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.
11. **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.
12. **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.
13. **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.
14. **Public Safety**. Qualified personnel will complete assessments to determine measures needed to provide for safe use.
15. **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.

2.2.4 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.

2.2.5 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 with fine-grained substrate (prone to erosion) surfacing 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 ridgetops. 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 LCAS and the 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 ridgetops 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 PFA, the following mitigation whould 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 (100feet) 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.

2.3 Alternatives Considered in Detail

Over 1200 route changes were proposed during scoping. In order to track each proposed route or route change each proposal was given a unique number that was used to track that particular proposal throughout the process. The number was used to identify which district the route was on followed by three numbers randomly assigned to that proposal.

- Flaming Gorge Ranger District proposals start with the number “1” followed by three numbers.
- Vernal Ranger District proposals start with the number “2” followed by three numbers
- Roosevelt/Duchesne Ranger District North Unit proposals start with the number “3” followed by three numbers.
- Roosevelt/Duchesne Ranger District South Unit proposals start with the number “4” followed by three numbers.

(i.e. 1001 was the first proposal assigned an identifier on the Flaming Gorge Ranger District, 2040 was the fortieth proposal assigned an identifier on the Vernal Ranger District). The proposals in each district were assigned the identifier randomly and not according to status or ranking.

Individual proposals and changes to the current travel map are included in this document and can be viewed in tabular form in Appendix A: *Tables of Route Proposals and Changes to Existing Travel Map.* The alternatives are also shown visually by proposal number and location on 15 individual maps included with this document. The 15 maps are organized by the three existing ranger districts on the Forest and by each of the five identified alternatives.

2.3.1 Proposals common to all action alternatives

The number of proposals and type of route change and mileage totals are summarized by Ranger District below. The routes mentioned below are also included in each alternative discussion as a part of the analysis. For a detailed list of proposals and rationale of consideration see Appendix A.

Flaming Gorge Ranger District

Administratively close five routes totaling eight miles. The rationale for these closures includes concerns for safety and the closure better reflects existing actual use. Non-motorized use of these routes would be permitted.

Eliminate mixed use from four routes totaling 2.5 miles. These are short routes that require trailering of ATVs to access. This would provide consistency with adjacent use, reduce confusion over accessibility, and increase enforceability of these routes.

Open three administratively closed routes, totaling one mile, to mixed use traffic to access fishing and dispersed camping opportunities.

Add mixed use to five NFS roads totaling seven miles. This is consistent with adjacent use and will reduce confusion over accessibility and increase enforcement of these routes.

Designate 12 unauthorized routes, totaling five miles, for motorized use to access fishing and dispersed camping, add connectivity to adjacent BLM routes, or create OHV access from selected developed campgrounds.

Change use on a portion of one non-motorized trail to motorized, totaling 0.2 miles. This would reflect actual use and create a safe pullout and parking area for both motorized and non-motorized trails.

Restrict camping from May 15 through October 1 within ¼ mile each side of Sheep Creek, beginning at the Sheep Creek bridge on FS road 218 (approximately 200 yards from the junction of FS road 218 and State Highway 44) and ending ¼ mile upstream from Palisades Day Use Areas.

Vernal Ranger District

Change use on seven motorized trails to non-motorized trails, totaling 15 miles. These routes were identified as having severe resource damage and/or user conflicts, or were receiving such minimal use as to be difficult to locate on the ground.

Administratively close five NFS roads totaling 4 miles. These routes were identified as having severe resource damage, or were receiving such minimal use as to be difficult to locate on the ground.

Remove mixed traffic from one road totaling 0.5 miles. This would provide consistency with adjacent use, reduce confusion over accessibility, and increase enforceability of these routes.

Add mixed use to six NFS roads totaling 34 miles. This would create connectivity to numerous OHV routes and provide access to Forest from state and BLM roads that allow OHV use.

Change use of four OHV trails to trails open to all vehicles, totaling three miles. This would better reflect existing actual use and provide access to dispersed camping areas.

Designate 71 existing undesignated routes in the hatched travel area, totaling 15 miles, as motorized routes. These routes access areas with a strong history of dispersed camping.

Designate five unauthorized routes totaling 0.4 miles. These routes access areas with a strong history of dispersed camping.

Roosevelt/Duchesne Ranger District

Administratively close three NFS roads totaling two miles. These roads are receiving such minimal use as to be difficult to locate on the ground.

Change use on one motorized trail to non-motorized, totaling 0.6 miles. This would reduce resource damage and increase safety.

Remove mixed traffic from one NFS road totaling 0.1 miles. This is consistent with adjacent use and will reduce confusion over accessibility and increase enforcement of these routes.

Add mixed traffic to four NFS roads totaling one mile. This would reroute OHV traffic off of one motorized trail, reducing resource damage and increasing safety by avoiding a particularly dangerous section of trail. In addition, this designation would provide OHV access from a designated campground and provide consistency with adjacent allowed use.

2.3.2 Alternative A - No Action

This alternative is required by NEPA and serves as a baseline for analyzing effects (40 CFR 1502.14). No Action means one of two things: either (1) that the Proposed Action does not occur, or (2) that there would be no change in current management (FSH 1909.15(14.2)). Because the Forest has existing Travel Management Plans, the No Action Alternative in travel planning would

mean "no immediate change." Travel management would continue under the present course of action, summer motorized travel would be guided by the current travel plans for the Flaming Gorge, Vernal, and Roosevelt/Duchesne Ranger Districts (all maps dated June 27, 2005).

This Alternative would retain approximately 1,587 miles of open NFS roads and motorized trails, including approximately 988 miles of road allowing mixed traffic. Off road 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. 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 infra red 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 *subsection 2.2.1* above.

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 dispersed camping to within 150 feet of a designated route; 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.

Summary of

Alternative A - Summary of Forest Totals:

Highway:	**73 miles**
Open Road for street legal vehicles only:	**297 miles**
Open Road allowing mixed traffic:	**988 miles**
Undesignated Routes in Travel Designation Area:	**386 miles**
Motorized Trail:	**139 miles**
Non-motorized trail:	**766 miles**
Administratively Closed Forest Roads:	**90 miles**

2.3.3 Alternative B – Preferred Alternative

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 dispersed camping areas has created numerous unauthorized routes. Within this alternative, several undesignated and unauthorized 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 *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.
- Designate 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, if the proposed or current route is unsafe or not available due to resource concerns.
- Identify dispersed camping opportunities by designating routes that access sites greater than 150’ from current NFS roads and trails.

This Alternative would retain approximately 1,613 miles of open designated roads and motorized trails, including approximately 1,108 miles of road allowing mixed traffic.

Flaming Gorge Ranger District:

On this district, approximately 411 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 326 miles of these roads would be open to mixed traffic use. Alternative B would designate and manage18 miles of trail for vehicles less than 50 inches. Two miles of trail would be designated and managed for all vehicles primarily for access to the NRA for fishing, day use and dispersed camping. See Table 2.3.1 - *Flaming Gorge Ranger District: Alternative B: Proposed Changes to Current Condition,* at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Vernal Ranger District:

On this district, approximately 427 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 365 miles of these roads would be open to mixed traffic use. Alternative B would designate and manage 71 miles of trail for vehicles less than 50 inches. Twenty-nine miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. See Table 2.3.2 *Vernal Ranger District - Alternative B: Proposed Changes to Current Condition",* at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Roosevelt/Duchesne Ranger District:

On this district, approximately 549 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 478 miles of these roads would be open to mixed use. Alternative B would designate and manage 40 miles of trail for vehicles less than 50 inches. Twenty-two miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. See Table2.3.3 *Roosevelt / Duchesne Ranger District - Alternative B: Proposed Changes to Current Condition,* at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Table 2.3.1 - Flaming Gorge Ranger District - Alternative B: Proposed Changes to Current Condition

FLAMING GORGE RANGER DISTRICT
ALTERNATIVE B: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	3	4
	NFS mixed use road	Administratively closed	2	0.3
	Routes selected for administrative closure were identified as having severe resource damage, or receiving such minimal use that they were hard to locate or not identifiable on the ground.			
Open Administrative Closed Roads:	Administratively Closed Road	NFS mixed use road	6	4
	Administratively Closed Road	Motorized trail	1	1
	Routes selected would primarily be to provide access to fishing and dispersed camping along the Flaming Gorge NRA. Some routes would be selected to provide for an OHV loop, connectivity with other designated routes, or increase safety by providing an alternative route off a heavily-used, mixed use road.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	17	15
	Non-motorized trail	NFS mixed use road	1	0.2
	Routes selected to add mixed use traffic would create connectivity to numerous OHV routes and provide Forest access from adjacent state and BLM roads that allow OHV use. Route selected for change of use from non-motorized to motorized mixed use would be to provide safe parking at trailhead and hunting access.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	4	3
	Motorized trail	Non-motorized trail	1	4
	Routes selected for change to street legal only were identified to provide consistency with adjacent use, reduce confusion over accessibility, and increase enforcement of these routes. Route selected for change from motorized trail to non-motorized was identified as having resource damage and safety concerns.			
New Construction:	New construction	Motorized trail	2	1
	Proposed new routes would be to increase safety by removing vehicles off of Hickerson Park road and to provide connectivity with other routes.			
Designate Unauthorized Route:	Unauthorized route	NFS street legal use only road	5	1
	Unauthorized route	NFS mixed use road	96	47
	Unauthorized route	Motorized trail	13	9
	Unauthorized route	Open dispersed camping area	1	78 acres
	The majority of the routes selected would be to access the Flaming Gorge NRA for fishing, day outings, and dispersed camping. Most of these routes are less than 0.5 miles in length.			

Table 2.3.2 - Vernal Ranger District - Alternative B: Proposed Changes to Current Condition

VERNAL RANGER DISTRICT
ALTERNATIVE B: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	1	2
	NFS mixed use road	Administratively closed	7	4
	Motorized trail	Administratively closed	12	15
	Routes selected for administrative closure were identified as having severe resource damage, or receiving such minimal use that they were hard to locate or not identifiable on the ground.			
Open Administrative Closed Roads:	Administratively Closed Road	NFS mixed use road	6	7
	Administratively Closed Road	Motorized trail	4	9
	Routes selected to open would provide connection with other open routes, dispersed camping, and create OHV loop opportunities.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	6	40
	Motorized trail	NFS mixed use road	2	1
	Routes selected to add mixed use traffic would create connectivity to numerous OHV routes and provide Forest access from adjacent state and BLM roads that allow OHV use. Change from motorized trail to mixed use road would better reflect current use and access of dispersed camping areas.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	4	6
	NFS mixed use road	Motorized trail	1	1
	Motorized trail	Non-motorized trail	4	12
	Routes selected from mixed traffic to street legal vehicles were identified to provide consistency with OHV management off of main road, non-motorized trailheads accessed, and to provide non-OHV dispersed camping opportunities. Reduced use from mixed use road to motorized trail would address the type of adjacent use and resource concerns associated with wider wheel-based traffic. Routes selected for a change to non-motorized use were identified as having severe resource damage, user conflicts, or having minimal use and difficult to locate on the ground.			
Designate Undesignated or Unauthorized Route:	Undesignated route	NFS street legal use only road	1	0.1
	Undesignated route	NFS mixed use road	57	16
	Undesignated route	Motorized trail	35	24
	Unauthorized route	NFS mixed use road	13	2
	Unauthorized route	Motorized trail	12	6
	Designation of selected existing routes within the Vernal District hatched travel area would primarily provide access to areas with a strong history of dispersed camping, create connectivity of routes, and increase motorized loop opportunities. Designation of unauthorized routes selected would provide access to areas with a strong history of dispersed camping, or provide connectivity with other routes.			

Table 2.3.3 - Roosevelt / Duchesne Ranger District - Alternative B: Proposed Changes to Current Condition

ROOSEVELT / DUCHESNE RANGER DISTRICT
ALTERNATIVE B: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	2	2
	NFS mixed use road	Administratively closed	2	1
	Routes selected for administrative closure were identified as having severe resource damage, or receiving such minimal use that they were hard to locate or not identifiable on the ground.			
Open Administrative Closed Roads:	Administratively Closed Road	NFS street legal use only road	1	0.3
	Administratively Closed Road	NFS mixed use road	2	2
	Administratively Closed Road	Motorized trail	2	4
	Routes selected to open would primarily be to provide connection with other open routes, increase dispersed camping opportunities, or to create OHV loop opportunities.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	4	8
	Routes selected to add mixed use traffic would increase motorized opportunities for OHVs, and improve OHV access from campgrounds to other mixed use roads. This would also increase safety on certain routes by directing OHV traffic off of a particularly dangerous section of system trail.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	3	0.4
	Routes selected from mixed traffic to street legal vehicles were identified to increase enforceability and provide consistency with non-motorized adjacent routes and trailhead or as route crosses Tribal Land that does not allow ATV use.			
New Construction:	New construction	Motorized trail	1	0.2
	Proposal selected for new construction would route ATV traffic off of Tribal Lands.			
Designate Unauthorized Route:	Unauthorized route	NFS street legal use only road	6	1
	Unauthorized route	NFS mixed use road	40	5
	Unauthorized route	Motorized trail	57	20
	The majority of routes unauthorized routes selected for designation would provide access to areas with a strong history of dispersed camping, or to provide connectivity with other routes.			

2.3.4 Alternative C

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 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 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 dispersed camping opportunities by designating routes that access sites greater than 150’ from current NFS roads and trails.
- Designate short ATV loop routes around or near some 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 1,667 miles of open designated roads and motorized trails, including approximately 1,122 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.

Flaming Gorge Ranger District:

On this district approximately 457 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 328 miles of these roads would be open to mixed use (ATV, OHV, trucks and cars). Alternative C would designate and manage 27 miles of trail for vehicles less than 50 inches. Four miles of trail would be designated and managed for all vehicles primarily for access to the NRA for fishing, day use and dispersed camping. See Table 2.3.4 *Flaming Gorge Ranger District - Alternative C: Proposed Changes to Current Condition,* at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Vernal Ranger District:

On this district approximately 442 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 359 miles of these roads would be open to mixed use (ATV, OHV, trucks and cars). Alternative C would designate and manage 83 miles of trail for vehicles less than 50 inches. Thirty-three miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. See Table 2.3.5 *Vernal Ranger District - Alternative C: Proposed Changes to Current Condition,* at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Roosevelt/Duchesne Ranger District:

On this district, approximately 555 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 467 miles of these roads would be open to mixed use (ATV, OHV, trucks and cars). Alternative C would designate and manage 37 miles of trail for vehicles less than 50 inches. Thirty miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. See Table 2.3.6 *Roosevelt / Duchesne Ranger District - Alternative C: Proposed Changes to Current Condition,* at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Table 2.3.4 - Flaming Gorge Ranger District - Alternative C: Proposed Changes to Current Condition

FLAMING GORGE RANGER DISTRICT
ALTERNATIVE C: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	2	4
	NFS mixed use road	Administratively closed	2	0
	Routes selected for administrative closure were identified as having severe resource damage, or receiving such minimal use that they were hard to locate or not identifiable on the ground.			
Open Administrative Closed Roads:	Administratively closed road	NFS mixed use road	7	4
	Administratively closed road	Motorized trail	1	1
	Routes selected to open would primarily be to provide access to fishing and dispersed camping along the Flaming Gorge NRA. Some routes would be selected to provide for an OHV loop, connectivity with other designated routes, or increase safety by providing an alternative route off a heavily used mixed use road.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	17	8
	Non-motorized trail	NFS mixed use road	2	1
	Non-motorized trail	Motorized trail	4	5
	Routes from street legal to add mixed use would create connectivity to numerous OHV routes and provide Forest access from adjacent state and BLM roads that allow OHV use. Routes with change from non-motorized to motorized mixed use would be to provide safe parking at trailhead and provide hunting access. Routes selected for change from non-motorized trails to motorized trail would be to provide connection for lodging and services, and as part of a Manila to Vernal route.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	4	3
	Motorized trail	Non-motorized trail	1	4
	Routes selected for change to street legal only were identified to provide consistency with adjacent use, reduce confusion over accessibility, and increase enforcement of these routes. Route selected for change from motorized trail to non-motorized was identified as having resource damage and safety concerns.			
New Construction:	New construction	Motorized trail	3	2
	Proposed new routes would increase safety by removing vehicles off of Hickerson Park road and to provide access to lodging and services.			
Designate Unauthorized Route:	Unauthorized route	NFS street legal use only road	5	1
	Unauthorized route	NFS mixed use road	99	47
	Unauthorized route	Motorized trail	18	14
	Unauthorized route	Open dispersed camping area	1	78 acres
	The majority of the routes selected would be to access the Flaming Gorge NRA for fishing, day outings, and dispersed camping. Most of these routes are less than 0.5 miles in length.			

Table 2.3.5 - Vernal Ranger District - Alternative C: Proposed Changes to Current Condition

VERNAL RANGER DISTRICT
ALTERNATIVE C: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS mixed use road	Administratively closed	4	2
	Motorized trail	Administratively closed	3	3
	Routes selected for administrative closure were identified as having severe resource damage, or receiving such minimal use that they were hard to locate or not identifiable on the ground.			
Open Administrative Closed Roads:	Administratively closed road	NFS street legal use only road	1	1
	Administratively closed road	NFS mixed use road	9	19
	Administratively closed road	Motorized trail	4	9
	Routes selected to open would provide connection with other open routes, dispersed camping, and create OHV loop opportunities.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	10	43
	Motorized trail	NFS mixed use road	2	1
	Non-motorized trail	Motorized trail	1	1
	Routes from street legal to add mixed use traffic would create connectivity to numerous ATV routes, provide Forest access from adjacent state and BLM roads that allow ATV use, or provide Forest access from the town of Lapoint. Change from motorized trail to mixed use road would better reflect current use and access of dispersed camping areas. Route selected from non-motorized trail to motorized trail would create a loop and connectivity with other OHV routes.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	1	1
	NFS mixed use road	Motorized trail	1	1
	Motorized trail	Non-motorized trail	4	12
	Route selected to change from mixed traffic to street legal vehicles was identified to provide consistency with the non-motorized trailhead it accesses. Reduced use from mixed use road to motorized trail would address the type of adjacent use and resource concerns associated with wider wheel-based traffic. Routes selected for a change to non-motorized use were identified as having severe resource damage, user conflicts, or having minimal use and difficult to locate on the ground.			
Designate Undesignated or Unauthorized Route:	Undesignated route	NFS street legal use only road	1	0.1
	Undesignated route	NFS mixed use road	58	16
	Undesignated route	Motorized trail	37	26
	Unauthorized route	NFS mixed use road	13	2
	Unauthorized route	Motorized trail	13	6
	Designation of selected existing routes within the Vernal District hatched travel area would primarily provide access to areas with a strong history of dispersed camping, create connectivity of routes, and increase motorized loop opportunities. Designation of unauthorized routes selected would provide access to areas with a strong history of dispersed camping, or provide connectivity with other routes.			

Table 2.3.6 - Roosevelt / Duchesne Ranger District - Alternative C: Proposed Changes to Current Condition

ROOSEVELT / DUCHESNE RANGER DISTRICT
ALTERNATIVE C: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	2	2
	NFS mixed use road	Administratively closed	2	1
	These routes were identified as providing access only to administrative or private use sites, or receiving little or no visible use.			
Open Administrative Closed Roads:	Administratively closed road	NFS street legal use only road	1	0.3
	Administratively closed road	NFS mixed use road	3	3
	Administratively closed road	Motorized trail	2	4
	Routes selected to open would be primarily to provide connection with other open routes, increase dispersed camping opportunities, or to create OHV loop opportunities.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	5	11
	Motorized trail	NFS mixed use road	1	3
	Non-motorized trail	NFS mixed use road	1	1
	Non-motorized trail	Motorized trail	1	3
	Routes street legal only selected to add mixed use traffic would increase motorized opportunities for OHVs, and improve OHV access from campgrounds to mixed use roads. This would also increase safety on certain routes by directing OHV traffic off of a particularly dangerous section of system trail. Route selected from non-motorized trail to NFS mixed road would provide access to historical dispersed camping area. Route selected from non-motorized to motorized trail would create a loop and connectivity with other OHV routes and provide access to a popular hunting area.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	2	0.1
	Routes selected from mixed traffic to street legal vehicles were identified to increase enforceability and provide consistency with non-motorized adjacent routes and trailhead or as route crosses Tribal Land that does not allow ATV use.			
New Construction:	New construction	Motorized trail	1	0.2
	Proposal selected for new construction would route ATV traffic off of Tribal Lands.			
Designate Unauthorized Route:	Unauthorized route	NFS street legal use only road	11	1
	Unauthorized route	NFS mixed use road	41	6
	Unauthorized route	Motorized trail	71	26
	The majority of these routes selected would be to provide access to areas with a strong history of dispersed camping, or to provide connectivity with other routes.			

2.3.5 Alternative D

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, 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 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 *(*see *1.4 Purpose and Need)* and issues (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.
- Reduce routes that have resource concerns rather than mitigate the concern and continue use.
- Do not designate routes to access dispersed camping areas >150’ 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 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 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 1,444 miles of open designated roads and motorized trails, including approximately 1,007 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.

Flaming Gorge Ranger District:

On this district, approximately 402 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 267 miles of these roads would be open to mixed use. Alternative D would designate and manage nine miles of trail for vehicles less than 50 inches. There would be no additional miles of motorized trail designated and managed for all vehicles for access to the NRA for fishing, day use and dispersed camping.

All but a few of existing unauthorized roads would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails as long as it does not result in resource damage. See Table 2.3.7*:Flaming Gorge Ranger District - Alternative D: Proposed Changes to Current Condition*, at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Vernal Ranger District:

On this district, approximately 411 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 301 miles of these roads would be open to mixed use. Alternative D would designate and manage 49 miles of trail for vehicles less than 50 inches. Seven miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

All but a few existing unauthorized roads would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails, as long as it does not result in resource damage. See Table 2.3.8*:Vernal Ranger District - Alternative D: Proposed Changes to Current Condition*, at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Roosevelt/Duchesne Ranger District:

On this district, approximately 534 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 439 miles of these roads would be open to mixed use. Alternative D would designate and manage 30 miles of trail for vehicles less than 50 inches. Two miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

All but a few existing unauthorized roads would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use, but limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails as long as it does not result in resource damage. See Table2.3.9: *Roosevelt / Duchesne Ranger District - Alternative D: Proposed Changes to Current Condition*, at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Table 2.3.7 - Flaming Gorge Ranger District - Alternative D: Proposed Changes to Current Condition

FLAMING GORGE RANGER DISTRICT
ALTERNATIVE D: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	3	2
	NFS mixed use road	Administratively closed	3	1
	Motorized trail	Administratively closed	1	1
	These routes were identified as providing access only to administrative or private use sites, receiving little or no visible use, or redundant in areas of high road density. A more liberal approach in identifying routes for closure has been taken in this alternative than in other alternatives.			
Open Administrative Closed Roads:	Administratively Closed Road	NFS street legal use only road	1	4
	Administratively Closed Road	NFS mixed use road	3	2
	Routes selected to open would be primarily to provide access to fishing and dispersed camping along the Flaming Gorge NRA. Only those areas having the greatest benefit would be selected in this alternative.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	5	4
	Non-motorized trail	NFS mixed use road	1	0.2
	Routes selected to add mixed use traffic would provide management consistency with other routes, connectivity to other designated OHV routes, and access from adjacent state and BLM roads that allow OHV use. The routes with change of use from non-motorized to motorized mixed use would provide safe parking at a trailhead and provide hunting access.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	4	3
	Motorized trail	Non-motorized trail	2	7
	Routes selected for change from mixed use to street legal vehicle use were identified primarily to provide consistency with adjacent use, reduce confusion over accessibility, and provide for non-OHV dispersed camping opportunities. Routes selected for a change to non-motorized use were identified as having resource damage, safety concerns, and redundant in area of high road density.			
Designate Unauthorized Route:	Unauthorized route	NFS street legal use only road	1	0.2
	Unauthorized route	NFS mixed use road	12	5
	The majority of these routes selected would be to provide access the Flaming Gorge NRA for fishing, day outings and dispersed camping. Most of these routes are less than 0.5 mile in length.			

Table 2.3.8 - Vernal Ranger District - Alternative D: Proposed Changes to Current Condition

VERNAL RANGER DISTRICT
ALTERNATIVE D: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	1	2
	NFS mixed use road	Administratively closed	9	5
	Motorized trail	Administratively closed	13	14

Routes selected for administrative closure were identified as having moderate to severe resource damage, having multiple illegal routes off route with enforcement concerns, crossing private ground with no right of way, or receiving such minimal use that they are not readily identifiable. A more liberal approach in identifying routes for closure has been taken in this alternative than in other alternatives.

Add Motorized Use:	NFS street legal use only road	NFS mixed use road	6	30
	Motorized trail	NFS mixed use road	2	1

Routes from street legal to add mixed use traffic would create connectivity to numerous ATV routes, provide Forest access from adjacent state and BLM roads that allow ATV use, or provide Forest access from the town of Lapoint. Change from motorized trail to mixed use road would better reflect current use and access of dispersed camping areas.

Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	10	12
	NFS mixed use road	Motorized trail	1	1
	Motorized trail	Non-motorized trail	7	20

Routes selected to change from mixed traffic to street legal vehicles were identified to provide consistency with adjacent OHV management, opportunities for non-OHV dispersed camping, and address wildlife and other resource concerns. Reduced use from mixed use to motorized trail would address type of surrounding use and resource issues associated with wider wheel-based traffic. Motorized trails selected for non-motorized use were identified as having moderate to severe resource damage, user conflicts, or having such minimal use as to be difficult to locate on the ground.

Designate Undesignated or Unauthorized Route:	Undesignated route	NFS street legal use only road	1	0.1
	Undesignated route	NFS mixed use road	51	10
	Undesignated route	Motorized trail	19	6
	Unauthorized route	NFS mixed use road	7	1
	Unauthorized route	Motorized trail	3	1

Designation of selected existing routes within the Vernal District hatched travel area would primarily provide access to areas with a strong history of dispersed camping, create connectivity of routes, and increase motorized loop opportunities. Designation of unauthorized routes selected would provide access to areas with a strong history of dispersed camping, or provide connectivity with other routes.

Table 2.3.9 - Roosevelt / Duchesne - Alternative D: Proposed Changes to Current Condition

ROOSEVELT / DUCHESNE RANGER DISTRICT
ALTERNATIVE D: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	3	9
	NFS mixed use road	Administratively closed	3	0.2
	Motorized trail	Administratively closed	3	7
	These routes were identified as providing access only to administrative or private use sites; receiving little or no visible use; having moderate resource concerns with wet areas and rutting; or having conflicts with adjacent non-motorized use. A more liberal approach in identifying routes for closure has been taken in this alternative than in other alternatives.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	2	1
	Routes selected to add mixed use traffic would increase motorized opportunities for OHVs on an existing road, or increase safety by directing OHV traffic off of a particularly dangerous section of system trail.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	5	3
	Routes selected from mixed traffic to street legal vehicles were identified primarily to provide consistency with non-motorized trailheads or short routes that exist in areas where other OHV use is not allowed.			
Designate Unauthorized Route:	Unauthorized route	Motorized trail	1	0.1
	This alternative avoids designation of unauthorized historical dispersed camping routes. However, one route was selected which accesses a borrow pit and provides dispersed camping for group use.			

2.3.6 Alternative E

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.

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 *1.4 Purpose and Need)* and issues (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 dispersed camping areas that can be accessed by both ATVs and areas that restrict ATV travel.

This Alternative would retain approximately 1,592 miles of open designated roads and motorized trails, including approximately 1,086 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.

Flaming Gorge Ranger District:

On this district, approximately 427 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 293 miles of these roads would be open to mixed traffic use. Alternative E would designate and manage 23 miles of trail for vehicles less than 50 inches. One mile of trail would be designated and managed for all vehicles primarily for access to the NRA for fishing, day use and dispersed camping. See Table 2.3.10: *Flaming Gorge Ranger District - Alternative E: Proposed Changes to Current Condition*, at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Vernal Ranger District:

On this district, approximately 436 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 335 miles of these roads would be open to mixed use. Alternative E would designate and manage 71 miles of trail for vehicles less than 50 inches. Twenty-five miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. See Table 2.3.11: *Vernal Ranger District - Alternative E: Proposed Changes to Current Condition*, at the end of this subsection for

a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Roosevelt/Duchesne Ranger District:

On this district, approximately 550 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 458 miles of these roads would be open to mixed use. Alternative E would designate and manage 39 miles of trail for vehicles less than 50 inches. Nineteen miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. *See Table 2.3.12:Roosevelt / Duchesne Ranger District - Alternative E: Proposed Changes to Current Condition,* at the end of this subsection for a detailed description of changes from Alternative A (Current Condition) and the corresponding rationale for inclusion.

Table 2.3.10 - Flaming Gorge Ranger District - Alternative E: Proposed Changes to Current Condition

FLAMING GORGE RANGER DISTRICT
ALTERNATIVE E: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	2	4
	NFS mixed use road	Administratively closed	3	1
	Motorized trail	Administratively closed	1	1
	These routes were identified as providing access only to administrative or private use sites, having no easement or right of way across private property, receiving little or no visible use, or redundant in areas of high road density.			
Open Administrative Closed Roads:	Administratively Closed Road	NFS street legal use only road	1	0.2
	Administratively Closed Road	NFS mixed use road	6	4
	Administratively Closed Road	Motorized trail	1	1
	Routes selected to open would primarily provide access to fishing and dispersed camping along the Flaming Gorge NRA. Some routes would be selected to provide for connectivity with other designated routes or increase safety by providing an alternative route off a heavily-used, mixed use road.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	10	9
	Non-motorized trail	NFS mixed use road	1	0.2
	Non-motorized trail	Motorized trail	3	3
	Routes from street legal to add mixed use would create connectivity to numerous OHV routes and provide Forest access from adjacent state and BLM roads that allow OHV use. Routes with change from non-motorized to motorized mixed use would be to provide safe parking at trailhead and provide hunting access. Routes selected for change from non-motorized trails to motorized trail would be to provide connection for lodging and services, and as part of a Manila to Vernal route.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	4	3
	Motorized trail	Non-motorized trail	1	4
	Routes selected for change to street legal only were identified to provide consistency with adjacent use, reduce confusion over accessibility, and increase enforceability of these routes. Route selected for change from motorized trail to non-motorized was identified as having resource damage and safety concerns.			
New Construction:	New construction	Motorized trail	3	2
	Proposed new routes would increase safety by removing vehicles off of Hickerson Park road or to provide access to lodging and services as part of a Manila to Vernal route.			
Designate Unauthorized Route:	Unauthorized route	NFS street legal use only road	7	1
	Unauthorized route	NFS mixed use road	58	26
	Unauthorized route	Motorized trail	8	11
	The majority of these routes selected would be to access the Flaming Gorge NRA for fishing, day outings, and dispersed camping. Most of these routes are less than 0.5 mile in length. Selection of routes in this alternative would have a more conservative approach in identification of only the most sustainable routes, or provide mitigation where possible.			

Table 2.3.11 - Vernal Ranger District - Alternative E: Proposed Changes to Current Condition

VERNAL RANGER DISTRICT
ALTERNATIVE E: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	1	2
	NFS mixed use road	Administratively closed	8	5
	Motorized trail	Administratively closed	10	13

Routes selected for administrative closure were identified as having severe resource damage, crossing private property without easement, receiving minimal use and not identifiable on the ground, incurring substantial illegal OHV activity off route, or only accessing administrative or private sites. This alternative would consider utilization of a higher level of mitigation in order to keep routes open than other alternatives.

Open Administrative Closed Roads:	Administratively Closed Road	NFS street legal use only road	2	11
	Administratively Closed Road	NFS mixed use road	4	6
	Administratively Closed Road	Motorized trail	6	11

Routes selected to open would provide connection with other open routes, dispersed camping, and create OHV loop opportunities.

Add Motorized Use:	NFS street legal use only road	NFS mixed use road	10	43
	Motorized trail	NFS mixed use road	2	1

Routes from street legal to add mixed use traffic would create connectivity to numerous ATV routes, provide Forest access from adjacent state and BLM roads that allow ATV use, or provide Forest access from the town of Lapoint. Change from motorized trail to mixed use road would better reflect current use and access of dispersed camping areas.

Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	6	7
	NFS mixed use road	Motorized trail	1	1
	Motorized trail	Non-motorized trail	4	12

Route selected to change from mixed traffic to street legal vehicles was identified to provide consistency with OHV management off the main road or non-motorized trailheads that are accessed. Mixed use change to motorized trail would address adjacent use and resource concerns associated with wider wheel-based traffic. Routes selected for a change to non-motorized use were identified as having severe resource damage, user conflicts, or having minimal use and difficult to locate on the ground.

Designate Undesignated or Unauthorized Route:	Undesignated route	NFS street legal use only road	2	1
	Undesignated route	NFS mixed use road	56	15
	Undesignated route	Motorized trail	31	19
	Unauthorized route	NFS mixed use road	12	2
	Unauthorized route	Motorized trail	10	4

Designation of selected existing routes within the Vernal District hatched travel area would primarily provide access to areas with a strong history of dispersed camping, create connectivity of routes, and increase motorized loop opportunities. Designation of unauthorized routes selected would provide access to areas with a strong history of dispersed camping, or provide connectivity with other routes.

Table 2.3.12 - Roosevelt / Duchesne Ranger District - Alternative E: Proposed Changes to Current Condition

ROOSEVELT / DUCHESNE RANGER DISTRICT
ALTERNATIVE E: Proposed Changes to Current Condition

Action Taken	Current Condition Type of Designation	Proposed Designation	No. of Routes	Miles
Administrative Close:	NFS street legal use only road	Administratively closed	2	2
	NFS mixed use road	Administratively closed	2	1
	Motorized trail	Administratively closed	1	2
	These routes were identified as providing access only to administrative or private use sites, or receiving little or no visible use.			
Open Administrative Closed Roads:	Administratively Closed Road	NFS street legal use only road	1	0.3
	Administratively Closed Road	NFS mixed use road	3	3
	Administratively Closed Road	Motorized trail	2	4
	Routes selected to open would primarily provide connections with other open routes, increase dispersed camping opportunities, or be designated open as the resource concerns for previous closure have now been addressed.			
Add Motorized Use:	NFS street legal use only road	NFS mixed use road	5	12
	Non-motorized trail	NFS mixed use road	1	1
	Routes street legal only selected to add mixed use traffic would increase motorized opportunities for OHVs, and improve OHV access from campgrounds to mixed use roads. This would also increase safety on certain routes by directing OHV traffic off of a particularly dangerous section of system trail. Route selected from non-motorized trail to NFS mixed road would provide access to historical dispersed camping area.			
Reduce Motorized Use:	NFS mixed use road	NFS street legal use only road	5	3
	Routes selected from mixed traffic to street legal vehicles were identified to increase enforceability and provide consistency with non-motorized adjacent routes and trailhead or as route crosses Tribal Land that does not allow ATV use.			
New Construction:	New construction	Motorized trail	1	0.2
	Proposed route selected for new construction would route ATV traffic off of Tribal Lands that do not allow ATV use.			
Designate Unauthorized Route:	Unauthorized route	NFS street legal use only road	13	2
	Unauthorized route	NFS mixed use road	27	4
	Unauthorized route	Motorized trail	41	17
	The majority of unauthorized routes selected for designation would be to provide access to areas with a strong history of dispersed camping, or to provide connectivity with other routes.			

2.4 Alternatives Considered but Eliminated from Detailed Study

Federal agencies are required by NEPA to rigorously explore and objectively evaluate all reasonable alternatives and to briefly discuss the reasons for eliminating any alternatives that were not developed in detail (40 CFR 1502.14). Public comments received in response to the Proposed Action provided suggestions for alternative methods for achieving the purpose and need. Some of these alternatives may have been outside the scope of travel management revision, duplicative of the alternatives considered in detail, or determined to be components that would cause unnecessary environmental harm. Therefore, a number of alternatives were considered, but dismissed from detailed consideration for reasons summarized below.

2.4.1 Do not allow any motorized routes in roadless areas, and include decommissioning all routes within their boundaries

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.

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 we still have an obligation to consider the effects of the alternatives on the undeveloped character of IRAs as well as potential wilderness areas. The undeveloped character of these areas was evaluated by the methods mentioned below. No new roads were proposed in any alternative; however over 80% of the Forest is within IRA and many of the FS roads existed prior to the 2001 roadless inventory (see the 1995 Travel Maps available in the Project Record). Many of these roads are cherry-stemmed outside of the roadless areas; however a few do occur within their boundaries. The 2001 Roadless Rule did not close or otherwise block access to any of those roads; the final rule merely prohibits the construction of new roads and the reconstruction of existing roads (36 CFR 294). Decommissioning all routes within roadless areas would not meet the purpose and need of this project to better accommodate motorized use and address future growth.

In 2004 Forest Service Region 4 adopted a new protocol for mapping areas to study for wilderness suitability during forest planning. The criteria were more detailed than those found the Forest Service Handbook, and were well suited to using GIS tools to produce and adjust the maps. The naming convention for the inventoried areas included a unique number and a place-named undeveloped area. FSH 1909.12_70 was amended in January 31, 2007, with updated handbook direction consistent with the R4 mapping protocol for undeveloped areas. The handbook directs National Forests to use the term potential wilderness in place of undeveloped in inventories, evaluations, and reports.

The 2004 Region 4 mapping protocol was used to complete the Ashley National Forest draft potential wilderness (undeveloped) area inventory in 2005. Earlier roadless inventories were not used to identify potential wilderness areas. A draft evaluation report was last revised in 2008. NEPA direction includes analysis and disclosure of effects to undeveloped character for these potential wilderness areas as well, but this step has not been completed.

The 2005 Potential Wilderness Inventory best represents lands on the Forest with potential for wilderness designation, because it is based on current data and takes into account the effects of all existing system roads. A comparison of the 2001 and 2005 inventories showed that IRAs included areas with low-standard system roads present, and/or adjacent to motorized waterways whereas these areas were excluded from the 2005 Potential Wilderness Inventory. For example, the IRAs in Wyoming are narrow and flanked by the Flaming Gorge Reservoir (heavily used by motor boats) on one side, and are crossed by Forest roads leading to the Reservoir. In the South Unit, the Reservation Ridge Backcountry Byway is included in Roadless; the earlier inventory criteria did not result in removing this route from the inventory. Lands with this level of effects from motorized uses and other management are typically not assessed as having wilderness attributes, and do not meet current potential wilderness inventory criteria.

Therefore this document discusses effects to wilderness potential by Potential Wilderness Area. In recognition of the high degree of public interest in the 2001 Roadless Inventory, we have included an appendix with a set of location maps showing 2005 potential wilderness inventory and 2001 roadless inventory. The appendix also displays analysis for roadless inventory lands and wilderness potential in tabular format by listing proposals that are in either or both inventories, and area analysis for potential wilderness areas.

2.4.2 Restrict dispersed camping to designated sites only

This alternative responds to the issues raised by the environmental community that were concerned that increased demand for 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 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.

Development and designation of dispersed camping sites is considered beyond the purpose and need of this planning effort.

2.5 Comparison of Alternatives

This section provides a summary of the effects of implementing each alternative. Information in the table is focused on activities and effects where different levels of effects or outputs can be distinguished quantitatively or qualitatively among alternatives.

Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative

Flaming Gorge Ranger District	Alt A	Alt B	Alt C	Alt D	Alt E
Open Road: Street Legal Vehicle	100	85	86	92	92
Open Road: Mixed Traffic	263	326	328	267	293
Motorized Trail- Open to all Vehicles	0	3	4	0	1
Motorized Trail - Open to ATV and Motorcycle	13	18	27	9	23
Non-motorized Trail	128	131	126	135	129
Administratively Closed Forest Roads	29	29	28	39	36
Vernal Ranger District	Alt A	Alt B	Alt C	Alt D	Alt E
Open Road: Street Legal Vehicle	109	73	66	93	83
Open Road: Mixed Traffic	281	337	359	301	335
Motorized Trail- Open to all Vehicles	386	29	33	7	25
Motorized Trail - Open to ATV and Motorcycle	87	71	83	49	71
Non-motorized Trail	197	209	207	218	209
Administratively Closed Forest Roads	44	47	21	68	35
Roosevelt/Duchesne Ranger District	Alt A	Alt B	Alt C	Alt D	Alt E
Open Road: Street Legal Vehicle	89	79	76	82	80
Open Road: Mixed Traffic	442	457	467	439	458
Motorized Trail- Open to all Vehicles	39	22	30	2	19
Motorized Trail - Open to ATV and Motorcycle	39	40	37	30	39
Non-motorized Trail	442	442	438	442	441
Administratively Closed Forest Roads	18	16	15	35	15

Recreation Issue 1

Travel route designations may affect opportunities for motorized and non-motorized recreation activities.

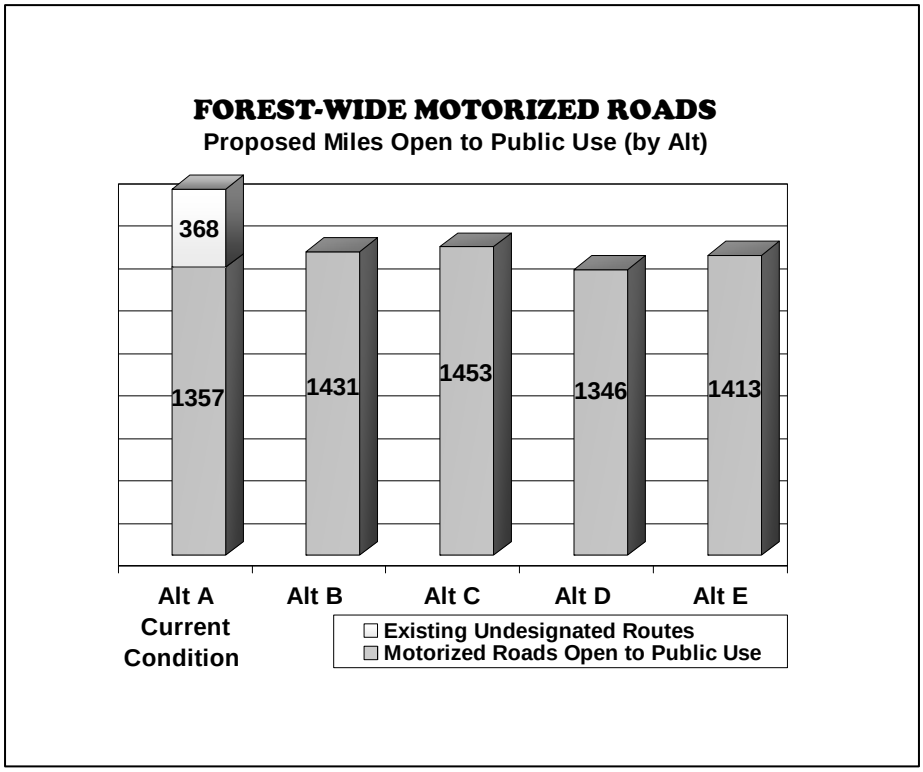

Figure 2.5.1: Miles of motorized roads

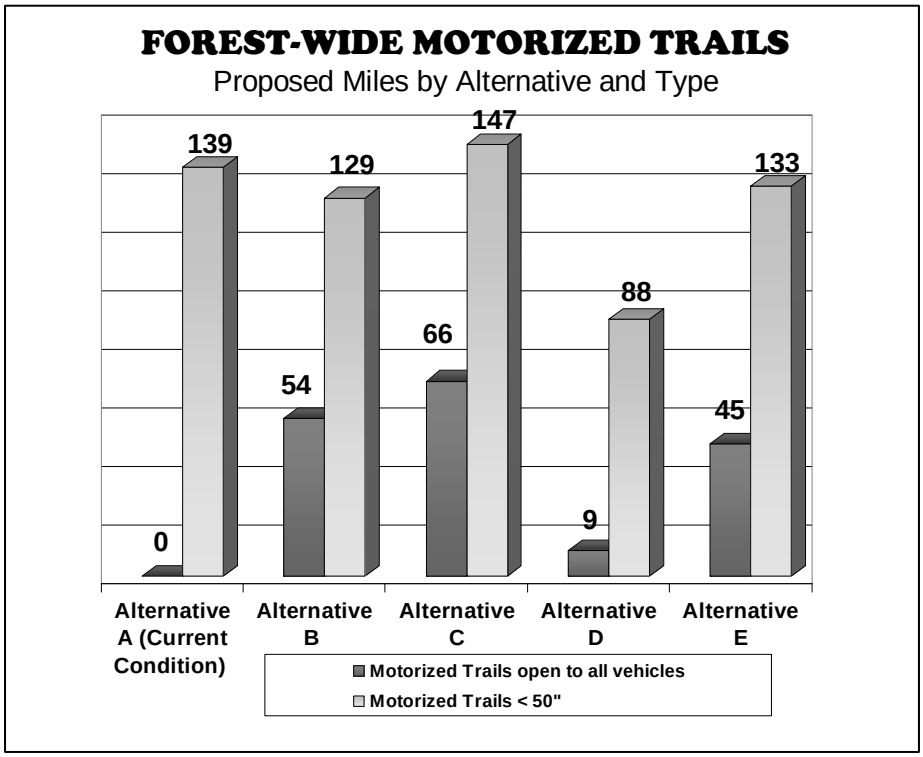

Figure 2.5.2: Miles of motorized trails

TABLE 2.5.2 COMPARISONS OF THE EFFECTS OF IMPLEMENTING ALTERNATIVES BY RESOURCE ISSUE AND MEASUREMENT INDICATOR

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Recreation Issue 1: Travel route designations may affect opportunities for motorized and non-motorized recreation activities.					
Miles of open road and seasonally open NFS road by designation	1725 *1	1431	1453	1346	1413
Miles of ATV trail restricted to motor vehicles with an width < 50 inches	139	129	147	88	133
Miles of motorized trail open to all vehicles	0	54	66	9	45
Miles of non-motorized trails	766	782	771	794	778

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Recreation Issue 2: Miles of Route and Square Miles Area of Potential Dispersed Camping Areas by Recreation Niche Areas					
	232 miles of route = 26 square miles of area	247 miles of route = 14 square miles of area	271 miles of route =15 square miles of area	234 miles of route = 13 square miles of area	250 miles of route = 14 square miles of area
Vast Backyard Recreation Niche Area	879 miles of route = 99 square miles of area	914 miles of route = 52 square miles of area	948 miles of route = 54 square miles of area	859 miles of route = 50 square miles of area	910 miles of route = 52 square miles of area
Rugged Backcountry Recreation Niche	41 miles of route = 4.5 square miles of area	51 miles of route = 3 square miles of area	48 miles of routes = 3 square miles of area	32 miles of routes = 1.4 square miles of area	46 miles of routes = 3 square miles of area
Recreation Issue 3: Travel management may affect the safety of recreationists due to the amount, location and designation of motorized and non-motorized roads and trails.					
Miles of road allowing mixed traffic (includes unlicensed drivers over the age of seven).	988	1135	1167	1009	1093
Recreation Issue 4: Travel management may affect road and trail program costs					
Costs to program management	No change. However, existing maintenance costs are based on budget availability which typically have not kept up with maintenance needs	Estimated increase of $120,000 over alternative A - based on amount of increased miles of designated roads and trails.	Estimated highest cost increase of all alternatives at. $150,000 over alternative A - based on amount of designated road and trail miles.	Initial higher increase in costs to complete signage and reflect changes and provide barriers to restrict use. However, this alternative would have the lowest long-run cost with the least miles of roads and trails to maintain.	Estimated increase of $90,000 over alternative A - based on amount of increased miles of designated roads and trails. May incur higher short run costs that alts. B and C due to closure of routes with signage and barriers.

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator					
	Alternative A	**Alternative B**	**Alternative C**	**Alternative D**	**Alternative E**
Recreation Issue 5 (enforcement): Incorporation of designated routes by themselves will not necessarily accomplish the goals of the Travel Management Plan unless enforcement concerns are considered.					
Enforceability of route designations and closures and development of the MVUM	No change. Existing compliance and enforcement issues would remain, including: lack of clarity in Vernal hatched travel area, adherence to 300 foot rule, and unauthorized use off of designated routes on the Flaming Gorge NRA would continue.	Possible improvements in enforceability as availability of more OHV opportunities may encourage compliance with Travel Plan. Designation of mixed use roads may also discourage use of unauthorized parallel routes.	Possible improvements in enforceability as availability of more OHV opportunities may encourage compliance with Travel Plan. Designation of mixed use roads may also discourage use of unauthorized parallel routes.	Most challenging to enforce with highest amount of closures and fewer available OHV opportunities. Limited dispersed camping opportunities may result in frequent non-compliance as this is a popular in niche areas.	Similar to Alt. D, Alt. E would be slightly more challenging to enforce than Alts. B or C because it accommodates a limited number of dispersed camping areas relative to historical use, and incorporates fewer OHV opportunities. This may result in more frequent incidents of non-compliance.
Soils Issue 1 (soil degradation): Motorized travel (including access to dispersed camping) in areas of sensitive soils such as meadows and alpine may loss of soil productivity and result in detrimental disturbance to soil resources.					
Miles of open motorized route traversing through alpine, meadows and other open land types with sensitive soils					
Alpine	13	18	19	10	18
Meadows and stream corridors	93 *2	86	87	83	85
Other open areas with sensitive soils	12	13	13	10	13

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Water Issue 1 (water quality): Water resources may be affected due to increased erosion, degraded soil productivity, compaction, and delivery of sediment into streams.					
Miles of unpaved motorized route within 300' of perennial streams	116	95	100	90	95
Miles of unpaved motorized route within 300' of lakes greater than 1 acre	46	62	63	43	53
Miles of unpaved motorized route crossing mapped meadow and riparian habitat	55	47	48	42	46
Miles of unpaved motorized route encroaching on perennial streams	11.1	8.2	8.6	7.5	8.2
Number of crossings of perennial streams by unpaved motorized routes	227	189	200	179	189
Miles of unpaved motorized route within surface water protection zones 1-2 of municipal watersheds	171	145	152	135	147

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Miles of unpaved motorized route within groundwater protection zones 1-3 of municipal watersheds	66.1	66.4	66.7	57.3	66.3
Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds	192	199	202	191	197
Wildlife Issues 1 and 2 (Disturbance, habitat loss and fragmentation) Motorized travel on roads and trails may adversely affect threatened, endangered, and Forest Service Sensitive Species.					
Effects to Threatened and Endangered individuals and populations	No effect to Black-footed Ferret and Yellow-billed Cuckoo May affect, not likely to adversely affect Canada Lynx and Mexican Spotted Owl				
Impact to Sensitive species individuals and populations	No Impact to Trumpeter Swan and Common Loon 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 for the following species: Bald Eagle, Northern Goshawk, Peregrine Falcon, Boreal Owl, Great Gray Owl, Flammulated owl, Northern Tree-toed Woodpecker, Greater Sage-grouse, Spotted Bat, Townsend's Big-eared Bat, Pygmy Rabbit, and Wolverine,				

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	
Wildlife Issue 3 (big game habitat and disturbance): Motorized travel may affect summer and winter big game (elk and deer) habitat and increase vulnerability during hunting season.					
Density (mile/mile2) of open NFS roads and motorized trails within critical elk habitat (winter range and critical	0.87	0.89	0.93	0.87	0.91
Acres of critical elk habitat affected by motorized travel. 261,557 acres of critical habitat	915	924	941	917	933
Density (mile/mile2) of open NFS roads and motorized trails within critical deer habitat (winter range and critical summer range).	0.82	0.86	0.89	0.82	0.86
Acres of critical deer habitat affected by motorized travel. 165,147 acres of critical habitat.	565	577	585	566	578

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	
Potential Wilderness Areas: Changes to motorized travel opportunities within Potential Wilderness Areas could affect its characteristics.					
Total miles of roads and trails designated for motorized travel in each potential wilderness area and each analysis area, with consideration for travel currently allowed on undesignated and unauthorized routes in Alternative A	192 *4	128	151	85	129
Relative area available for dispersed vehicle camping by alternative	300 ft from designated and existing undesignated routes. Many PWA boundaries are along roads, and dispersed camping from them occurs within the IRA	150 feet off designated motorized roads and some motorized trails.	150 feet off designated motorized roads and some motorized trails.	150 feet off designated motorized roads and some motorized trails.	150 feet off designated motorized roads and some motorized trails.
Economics Issue 1: Travel management may affect the economy of small communities. OHV opportunities on the Forest may lead to economic benefits in Manila and other parts of Daggett County if routes are available that connect communities to those OHV opportunities.					
Effects to Daggett County and businesses within the county	An administratively closed road from Long Park Reservoir to the Forest boundary on the north would be open to mixed 4WD travel under Alternatives B, C, and E. This route, if connected to Manila via other routes crossing BLM and private lands, could bring additional expenditures on services (restaurants, gas, over-night accommodations) to Manila. Though not measurable, this change would be considered a positive economic effect for Daggett County. However, the change would be too small to discern as an economic contribution to the combined county area.				

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

Alternative A	Alternative B	Alternative C	Alternative D	Alternative E	
Economics Issue 2: Travel Management has the potential to affect overall economics of communities.					
Effects to overall economics of the area	All of the action alternatives would prohibit motorized travel on some existing routes where motorized travel is presently occurring. None of the alternatives are likely to change recreational opportunities enough to change number of visitors, or the number of visitors participating in activities that produce higher or lower expenditures in the area as a whole.				
Effects to specific business types	Regardless of alternative, the same types of activities will remain available to visitors. All action alternatives would result in some reduction in routes available for motorized travel. None of the alternatives close enough routes to result in a "shortage" that is likely to discourage people from motorized road or trail travel. This is also true for dispersed camping opportunities. Little change in spending at local businesses is expected due to the implementation of any of the action alternatives, except the potential for businesses in Daggett County discussed in the above section.				
Cultural Resource Issue 1: Designating new routes for motor vehicle use may directly result in adverse effects to cultural resources.					
Approximate Number of Known Eligible*5 Sites Directly Affected by New or Changed Motorized Routes	N/A	35	38	22	33
Cultural Resource Issue 2: Designating new routes for motor vehicle use may increase access to cultural resource sites. Increased access to cultural resource sites may lead to indirect adverse effects, such as vandalism, unauthorized collecting, and increased erosion.					
Approximate Number of Known Eligible Sites Indirectly Affected by New or Changed Motorized Routes	N/A	20	22	14	18

Table 1.2: Footnotes:

*1 Amount includes 368 miles of existing undesignated routes contained within Vernal District hatched travel area.
*2 Amount includes 10 miles of existing undesignated routes contained within Vernal District hatched travel area.
*3 Amount includes 65 miles of existing undesignated routes contained within Vernal District hatched travel area with an undetermined amount occurring in IRA.
*4 Amount includes 49 miles of existing undesignated routes contained within Vernal District hatched travel area and within PWA.
*5 Includes known sites listed on the National Register of Historic Places (NRHP), as well as sites determined eligible for the NRHP, and sites still unevaluated for the NRHP. Because many of the routes are not yet surveyed for cultural resources, these numbers are likely to increase as identification efforts precede.

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CHAPTER 3 – AFFECTED ENVIRONMENT AND EFFECTS ANALYSIS

3.1 Recreation Resources

3.1.1 Introduction

Motorized use has a long history on the Forest and is a legitimate and appropriate way for people to enjoy the National Forest, in the right places and with proper management. Since the 1980s, motor vehicle use has changed from primarily jeep travel to a mix of passenger car, truck, all terrain vehicles (ATV), and motorcycle use, more recently the utility terrain vehicles (UTV) which are also called sport utility vehicles (SUV), and the desire for motorized trail access has increased. Over the past few decades, the availability and capability of motorized vehicles, particularly off highway vehicles (OHV) has increased tremendously and has outgrown the current travel plans for the Forest.

Numerous studies and industry reports indicate similar findings. The OHV industry and popularity of OHV-based recreation is increasing nationally. Locally, there is a demand for trail riding opportunities and OHV access to highly desirable sites within the forest. Although National Visitor Use Monitoring (NVUM) surveys indicated a relatively small proportion (3-5%) of forest visitors participated in OHV activities, national and regional trends indicate the demand will grow. Monitoring data, public comment and participation in meetings/workshops also support this increased demand for motorized recreation.

Surveys also indicate that within the Forest the top five most frequently participated in recreational activities include: viewing natural features (scenery), relaxing, wildlife viewing, and fishing, hiking or walking. While these activities are not exclusive of OHV activities, at times (depending on the goal of the forest user) the noise, dust, and disturbance that may accompany OHVs is not compatible with these activities.

However, the increase in OHV use also affects soil, water quality, wildlife habitat, and other recreational visitors. Today unmanaged recreation, including impacts from off-highway vehicles, represents one of four key threats facing the nation’s forests and grasslands. Policies must be adapted to accommodate an increasing number of OHV users on National Forest System lands. This can be accomplished through a sustainable system of designated routes and areas for motor vehicle use. The key word is “sustainable” because conditions on the Ashley National Forest have proven that motorized trails have been designated to create additional recreation opportunities for motorized use, but years later resulted in resource and safety concerns due to poor route selection and a lack of maintenance. Motorized trails have different design parameters and maintenance requirements than non-motorized system trails and this fact needs to be considered when designating additional motorized trail opportunities (FSH 2309.18). Designation of additional Forest system roads and trails will be evaluated to assure that they occur in appropriate locations and remain sustainable, motorized routes requiring basic maintenance for several years into the future.

Striking a balance between motorized and non-motorized uses is an integral part of this process.

3.1.2 Scope of the Analysis

The geographic scope for the detailed assessment of recreation condition and potential effects includes the entire Forest, with the exception of the High Uintas Wilderness Area (HUWA). There is no detailed assessment of recreation resources within the HUWA because there are no proposals being considered within the Wilderness. Five issues will be examined in depth with regard to recreation resources. For organizational purposes, the Recreation Niche Areas for the Forest will be used to manage the analysis of recreation resources (See Figures 3.1.1 through 3.1.3). The Forest Recreation Site Facility Master Plan (RSFMP) is a framework to guide the Forest in providing a quality, sustainable recreation program, and describes the vision ("niche") for the overall Forest recreation program. The niche provides a broad overview of the Forest's recreation resources, program priorities by area, and unique opportunities. The niche description focuses on who visits the Forest, what draws the majority of visitors to the Forest, and what makes the Forest a recreation destination. Recreation niches are described in more detail in section 3.1.5 Recreation Site Facility Master Planning/Recreation Niche.

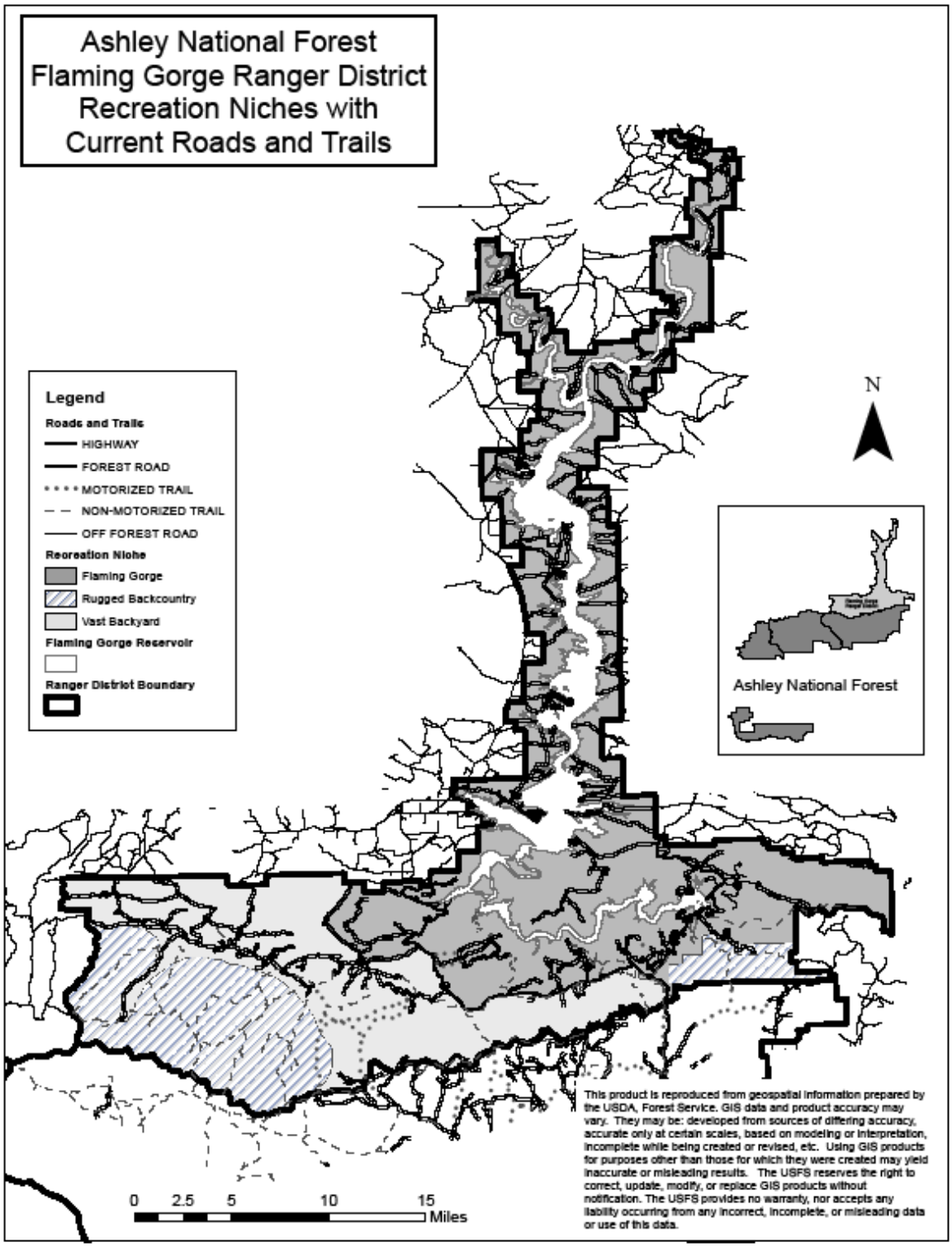
The analysis for recreation resources was developed utilizing a combination of field visits, interdisciplinary field reports, and Forest GIS data.

Identifying and tracking proposals - Over 1200 route changes were proposed during scoping. In order to track each proposed route or route change each proposal was given a unique number that was used to track that particular proposal throughout the process. The number was used to identify which district the route was on followed by three numbers randomly assigned to that proposal.

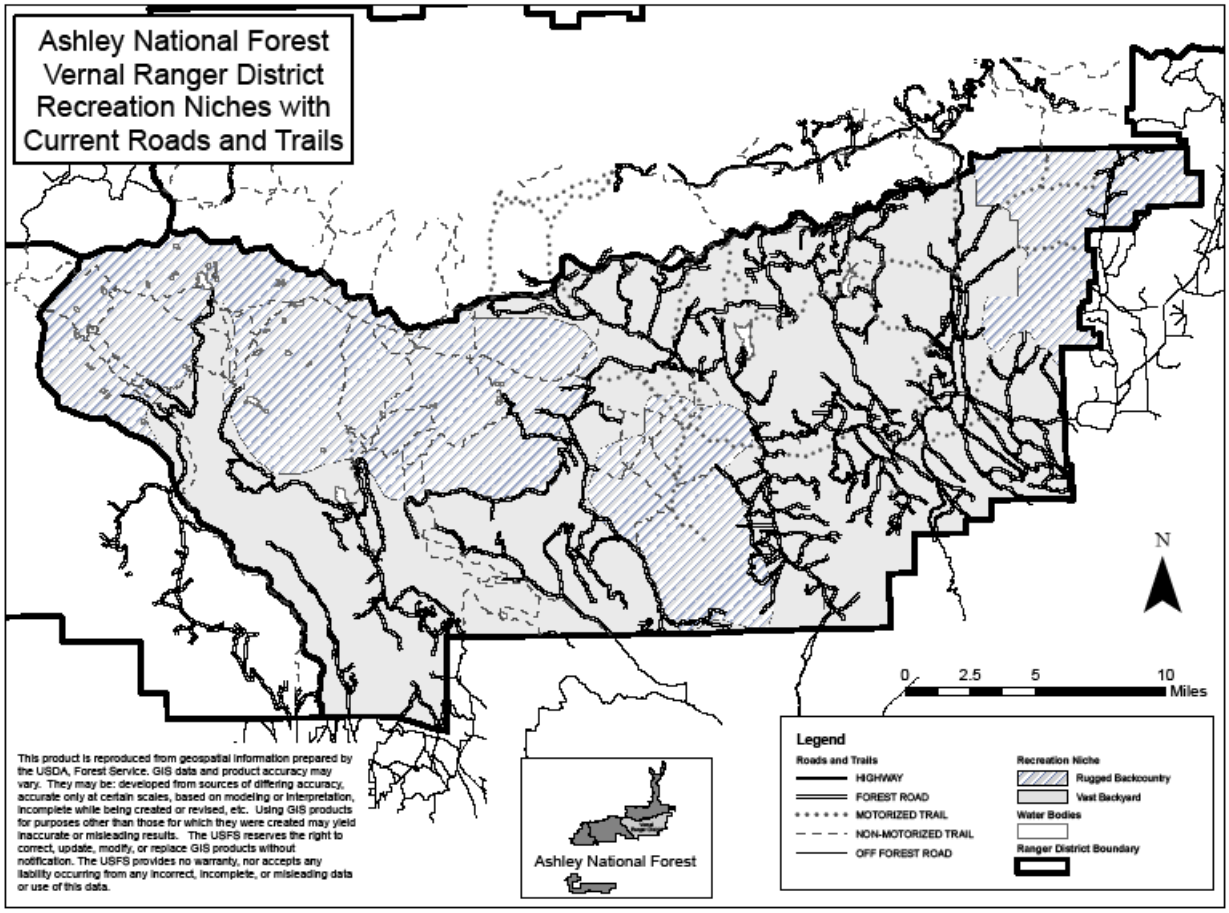
- Flaming Gorge Ranger District proposals start with the number "1" followed by three numbers.
- Vernal Ranger District proposals start with the number "2" followed by three numbers
- Roosevelt/Duchesne Ranger District North Unit proposals start with the number "3" followed by three numbers.
- Roosevelt/Duchesne Ranger District South Unit proposals start with the number "4" followed by three numbers.

(i.e. 1001 was the first proposal assigned an identifier on the Flaming Gorge Ranger District, 2040 was the fortieth proposal assigned an identifier on the Vernal Ranger District). The proposals in each district were assigned the identifier randomly and not according to status or ranking.

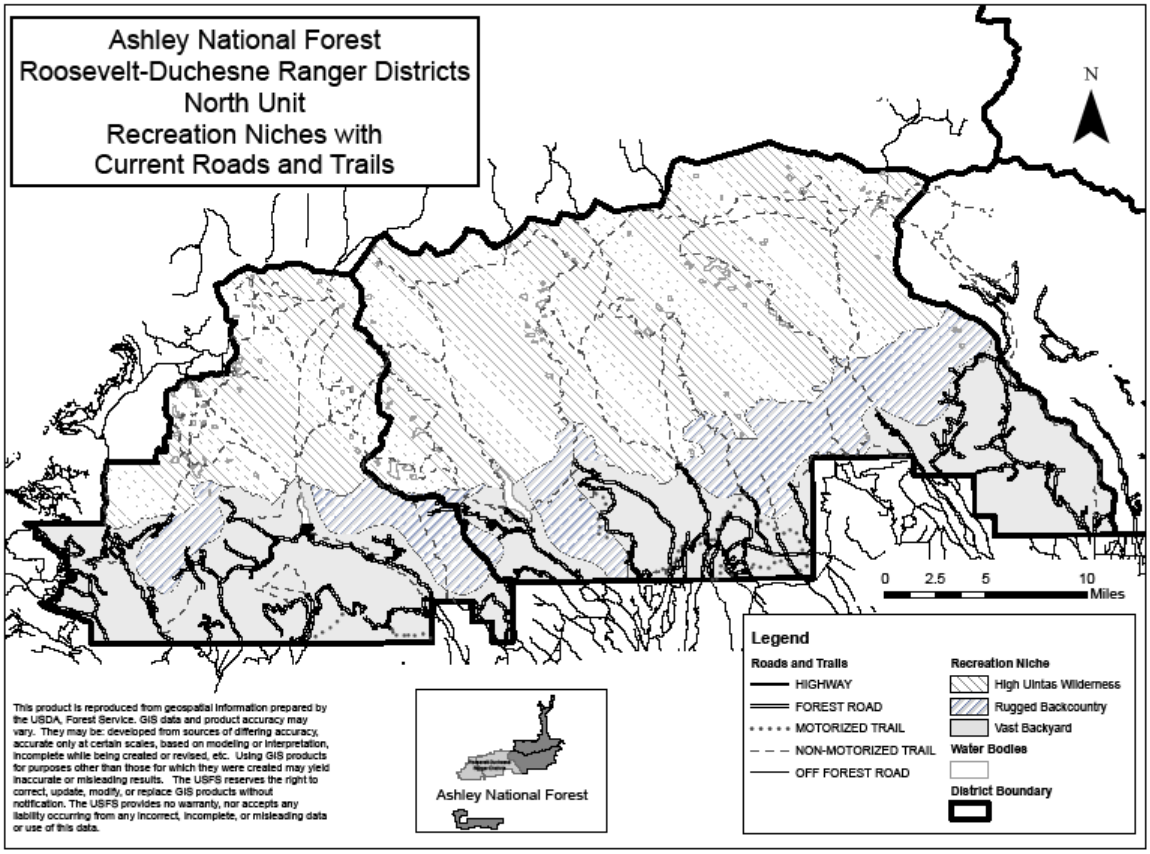
Forest Recreation Niche Areas—Flaming Gorge Ranger District (D1)



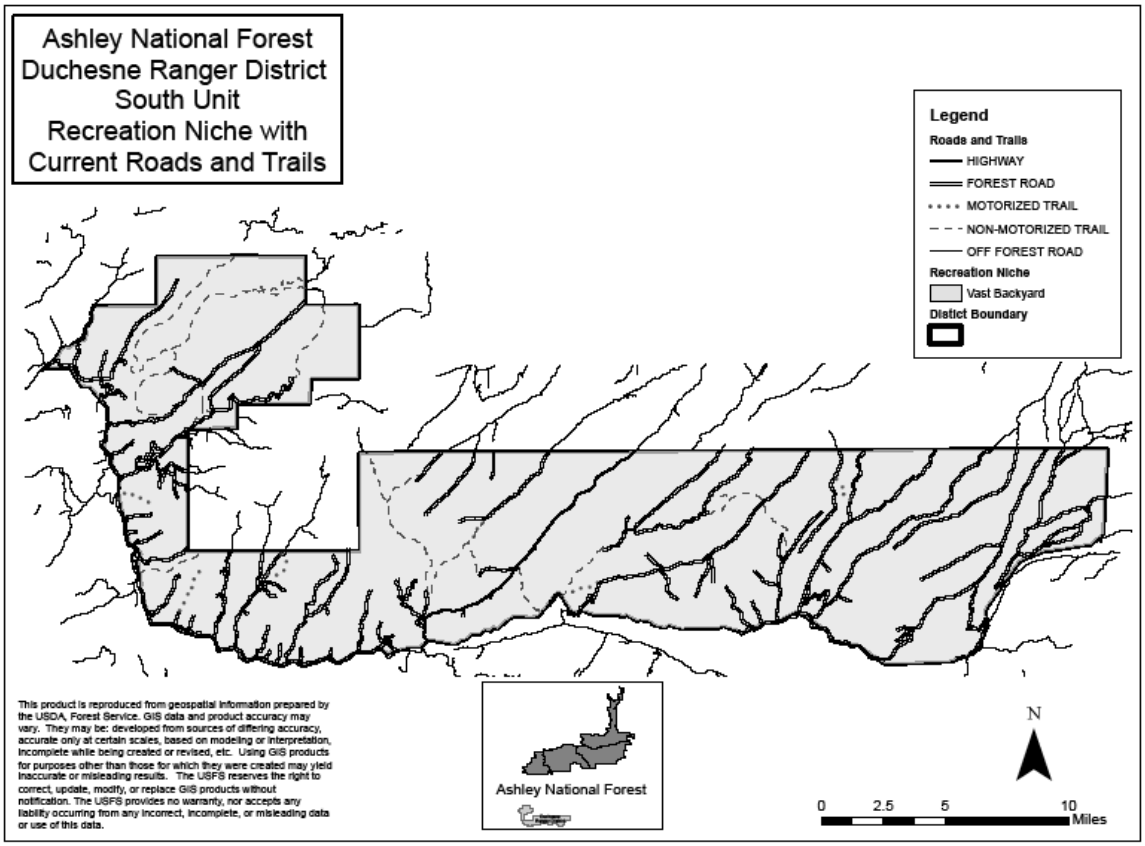
Forest Recreation Niche Areas—Vernal Ranger District (D2)



Forest Recreation Niche Areas—Roosevelt/Duchesne Ranger District North Unit



Forest Recreation Niche Areas—Roosevelt-Duchesne Ranger District (South Unit-D4)



3.1.3 Issues and Indicators

Recreation Issue 1 (Conflicts) - Travel route designations affect opportunities for both motorized and non-motorized recreation activities; the types, amount, and characteristics of the routes affect the experience of the forest user. Introducing new recreation activities or restrictions into an area could create conflicts; for example, non-motorized users generally seek areas that offer tranquility, away from the noise and dust that could accompany motorized activity, such as ATV use.

Indicators

- Miles of open NFS road by designation
- Miles of ATV trail (restricted to motor vehicles with an axel width less than 50 inches)
- Miles of motorized trails open to all vehicles
- Miles of non-motorized trails
- Changes in Recreation Opportunity Spectrum (ROS)

Recreation Issue 2 (Limiting dispersed camping): Limiting dispersed camping to 150 feet from designated routes may affect the experience and/or reduce the availability of areas to camp. Currently dispersed camping may occur any where on the Forest up to 300 feet from a

designated road, unless signed otherwise. Dispersed camping is considered an important recreational opportunity on the Forest and limiting motorized dispersed camping to 150 feet from designated routes may reduce available and desirable sites resulting in crowding and a reduction in the overall experience.

Indicators:

- Miles (or acres) of routes where dispersed camping may occur.

Recreation Issue 3 (Safety) -The amount, location, and designation of motorized and non-motorized roads and trails may affect the safety of Forest visitors. For example, roads that are open to mixed traffic allow for travel by large vehicles pulling trailers, as well as ATV's operated by inexperienced drivers, such as children over the age of eight who have completed a safety course.

Indicators

- Miles of road allowing mixed traffic

Recreation Issue 4 (Costs) -Travel management affects road and trail program costs. Implementing and managing the travel plan will require signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails. The cost of these activities may be prohibitive to adding new routes or routes that would require high maintenance or mitigation costs.

Indicators

- Costs to program management

Recreation Issue 5 (Enforcement) Incorporation of designated routes by themselves will not necessarily accomplish the goals of the Travel Management Plan unless enforcement concerns are considered.

Indicators

- Enforceability of route designations and closures and development of the motor vehicle use map (MVUM).
- Number, style, and location of physical barriers to restrict motorized vehicles.

3.1.4 Forest Plan Direction

The Forest Plan goals, objectives, and standards and guidelines define the direction of the forest-wide management, specify management activities, and describe conditions to be maintained or achieved through management activities (Forest Plan, p. IV-1). The following are the Forest Plan goals, objectives, and standards and guidelines that apply to recreation resources throughout the forest. All action alternatives are consistent with Forest Plan management direction.

Goals:

- Provide a broad range of recreation opportunities within land capabilities and according to recognized public need (Forest Plan p. IV-14).

Objectives:

- Allow public access and manage all travel to protect other resources, provide for public safety, and minimize conflicts with other users (Forest Plan pp. IV-14-16).
- Manage dispersed recreation use to avoid resource deterioration, improve economic efficiency and provide for public safety (Forest Plan p. IV-17).

- Provide areas and opportunities for all types of recreation user experience (Forest Plan p. IV-18).
- Manage Research Natural Areas to prevent site deterioration (Forest Plan p. IV-18).

Standards and Guidelines:

Implement the Forest District Travel Plan. Review annually and revise if necessary, using the following guidelines.

- Obliterate unnecessary roads or trails and exclude it from the Forest's transportation system.
- Areas may be closed or restricted to:
    - Protect the public in concentrated use areas
    - Protect unique resources (i.e. cultural, geologic)
    - Protect natural resources and prevent damage to the natural values or functions of the ecosystems
- Achieve a variety of recreational opportunities
- Separate identified conflicting recreation uses whenever possible by public communication, signing, travel maps and enforcement, when necessary.
- Provide improved travel plans, signing and enforcement
- Allow dispersed recreation at a level where site deterioration does not occur

Direction:

Forest Plan direction for recreation is encompassed by Management Area (MA). A complete list of the current condition of all MAs can be found in the Recreation Resource Report Appendix A (available in the Project Record). The following MAs are where the majority of current routes and proposed changes to current management of roads and trails will occur.

- **Management Area Prescription "f"—**Dispersed Recreation Roaded. The MA includes areas receiving a variety of uses in a variety of landforms and vegetation types located throughout the Forest in a roaded environment (Forest Plan p. IV-7).
    - Visual Quality Objectives (VQO) at inventoried standards. Dispersed recreation is favored over other resources. Travel plan will be used to protect resources while permitting access (Forest Plan p. IV-7).
    - Maintenance at high levels (3 or 4) on main roads (Forest Plan P IV-8).
- **Management Area Prescription "g"**—Undeveloped Dispersed Recreation Unroaded. The area contains a variety of timbered and non-timbered lands between mid and high elevations (Forest Plan p. IV-7).
    - District Travel Plan will be used to resolve conflicting uses (Forest Plan p. IV-7).
    - No road construction. Facilities may be constructed for public safety, convenience, and protection of the site (Forest Plan p. IV-8).
- **Management Area Prescription "n" –** Range of resource uses and outputs. Commodity production modified for amenity production. This MA is found throughout the Forest and prescribes resource protection as needed outside of the NRA.
    - Resource protection as needed (Forest Plan p.IV-10).
    - Access may be controlled to enhance wildlife habitat (Forest Plan p.IV-10).

3.1.5 Recreation Site Facility Master Planning/Recreation Niche

The Forest Recreation Site Facility Master Plan (RSFMP) is a framework to guide the Forest in providing a quality, sustainable recreation program, and describes the vision ("niche") for the overall Forest recreation program. The niche provides a broad overview of the Forest's recreation resources, program priorities by area, and unique opportunities. The niche description focuses on who visits the Forest, what draws the majority of visitors to the Forest, and what makes the Forest a recreation destination.

The Forest developed four characteristic settings, "Recreation Niche Areas," that best describe recreation opportunities by geographic area on the Forest. Acres and percentage of recreation niches within the Forest are shown in Table 3.1.1. The Recreation Niche Areas will be used to analyze recreation resources under each alternative for the Travel Plan.

Table 3.1.1 Size of Recreation Niche Areas on the Forest

RECREATION NICHE AREA	ACRES	PERCENT OF FOREST
Flaming Gorge	217,090	14%
Vast Backyard	644,880	40%
Rugged Backcountry	292,040	18%
High Uintas Wilderness	453,670	28%

Recreation Opportunity Spectrum (ROS)

ROS is a framework used by the Forest Service to describe a range of recreation activities, settings and experiences. Areas on the Forest are assigned to one of six ROS classes: (1) primitive, (2) semi-primitive non-motorized, (3) semi-primitive motorized, (4) roaded natural, (5) rural, and (6) urban. Each class is characterized by the types of activities likely to occur there (for example, motorized recreation vs. foot and horse travel), the setting (natural vs. modified or developed by man) and the type of experience a person has in that area (a feeling of isolation and personal challenge, vs. a more comfortable and social experience).

The Forest ROS inventory can be used to characterize recreation values for a project area, and describe how those values might be altered if a project were implemented. It is a tool for analyzing effects that are often hard to quantify, and provides a more accurate description of the trade-offs involved in a project. Refer to Appendix C in the Recreation Resources Report available from the Project Record for maps of the inventoried ROS Classes on the Forest.)

3.1.6 Affected Environment

Current Trends and Recreation Use on the Forest

With over one million visitors, the Ashley National Forest developed its primary recreation niche, "Big Fish, Ancient Rocks" to describe the vision for the overall Forest recreation program and as a guide in providing quality, sustainable recreation. It is no surprise that about one-third of Forest visitors participate in fishing and that the majority of Forest visitation occurs on the Flaming Gorge National Recreation Area where popular landmarks such as the Flaming Gorge Reservoir and Green River are located (NVUM). The current Forest system roads and trails network and abundance of perennial streams, high lakes, and man-made reservoirs make fishing very accessible throughout the Ashley National Forest.

The majority of recreation on the Forest occurs within the front country that includes the Flaming Gorge and Vast Backyard Recreation Niche Areas. These two Recreation Niche Areas also contain almost all of the roads and developed recreation facilities on the Forest, such as visitor centers, campgrounds, and trailheads. The peak season of use at these facilities, and on the Forest in general, occurs during the summer months from Memorial Day weekend in May to Labor Day weekend in September. There is another spike in recreation activity during big game hunting season in October which also tends to be the peak season of use for the south unit on the Roosevelt-Duchesne Ranger District.

The most noticeable change regarding recreation activities on the Forest is the increase in OHV use. The Forest recognizes this growing recreation activity and has taken measures to develop sustainable motorized trail opportunities, but mostly at a smaller scale limited to district actions. The travel management process will address balancing motorized recreation opportunities at a Forest level, while retaining settings for non-motorized recreation.

There are some existing conditions that are common throughout the Forest. As stated above, the peak season of motorized use on the Forest occurs during the summer months --from Memorial Day weekend in May, to Labor Day weekend in September. The most sensitive and prevalent times when resource damage occurs is during the wet periods when the ground is still wet from snowmelt (usually around May/June) or when the ground is becoming more saturated during the seasonal transition into fall (usually around October). There is no motorized cross-country travel allowed by wheeled vehicles on the Forest, but travel off of designated routes is allowed within 300 feet when resource damage will not occur to access a temporary camp site; to gather firewood by permit; or for retrieval of legally taken big game (Forest Travel Maps 2005).

While is it somewhat difficult to quantify OHV trends at the project level, an indicator for local trends is the sales of OHV registrations. In the Unitah Basin growth in OHVs use has increased 616% over eleven years (Division of State Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009) Table 3.1.2.

Table 3.1.2	Utah OHV Registration Transactions*		
COUNTY	**1998**	**2008**	**% GROWTH 1998-2008**
Daggett	41	313	763%
Duchesne	340	2,347	690%
Uintah	844	4,891	580%
Tri-County Total	1,225	7,551	616%
Utah State Total	**51,686**	**184,095**	**356%**

* Utah State Parks and Recreation Data does not include snowmobile registrations

The National Visitor Use Monitoring (NVUM) surveys were conducted on the Forest in 2001 and 2007. The (NVUM) project was implemented as a response to the need to better understand recreation use and activities as well as satisfaction with National Forest recreation opportunities. The 2007 survey data does not have the same accuracy level (90% confidence interval width) as the 2001 data, likely due to missed survey dates. The data regarding visitation seems consistent between surveys. However, the data regarding participation in recreation activities on the Forest shows greater differences between surveys.

Results from the NVUM surveys are as follows:

- The Forest receives over 1 million visits per year.
- Over 75% of visitors live within 200 miles from the Forest.

- 25% participated in driving for pleasure
- 15% participated in motorized trail activity (not surveyed in 2001)
- 3-5% of the forest visitors participated in OHV use.

A report prepared by the Institute for Outdoor Recreation and Tourism at Utah State University Recreational Off-Highway Vehicle Use on Public Lands in Utah suggests that providing an atmosphere in which OHV owners feel a sense of relief from stressful situations and where nature can be appreciated with others in a group setting should be a prime focus in guiding the design and management of OHV trails and areas. In response to owners' reasons for going riding, and with a goal of providing for a positive experience, managers should make an effort to provide a wide variety of OHV opportunities for the recreationist to experience desired benefits.

Description of Recreation Niches

The Recreation Niches and current uses are summarized below; see the Recreation Specialist Report (available in the Project Record) for greater detail of the niches and their current uses.

Flaming Gorge Recreation Niche Area

- Setting—The primary features include the 91-mile-long Flaming Gorge Reservoir and the Green River. Red canyon walls provide a scenic backdrop for water-based recreation. Development is concentrated in a few areas leaving the rest in a predominantly natural state. Congress established this National Recreation Area to provide for public outdoor recreation and to conserve scenic, scientific, and historic resources.
- Activities and Opportunities—Highly-developed complexes support camping and reservoir access for fishing and motorized boating. Boat-in campsites provide a more isolated experience. A blue ribbon trout fishery attracts national use. Green River offers float-in only camping opportunities.
- ROS—Mostly roaded natural, with some rural and semi-primitive non-motorized and very sparse semi-primitive motorized areas.

The majority of roads within the NRA serve to access developed recreation facilities or to access the reservoir. The majority of unimproved roads allow mixed traffic. There is only one designated ATV trail located near Greendale campground on the NRA (Table 3.1.3).

The Red Canyon area is highly visited during the summer season because of popular destinations such as the Red Canyon Visitor Center, Overlook, Campground, and Lodge. Wildlife viewing is very popular as deer and big-horn sheep commonly browse in the area. A couple of small lakes are frequently used for fishing and picnicking. The current non-motorized trail system is very popular with hikers and mountain-bikers, and is utilized for horseback rides by a permitted outfitter.

Table 3.1.3 Current system road and trail miles in the Flaming Gorge Recreation Niche Area			
ROAD MILES (Roads open to public access)	MOTORIZED TRAIL MILES (Trails open to vehicles up to 50-in. wide)	NON-MOTORIZED TRAIL MILES (Trails open for non-motorized use)	ADMIN-CLOSED MILES (Roads restricted to authorized vehicles. Non-motorized access usually allowed)
317	4	33	14

Vast Backyard Recreation Niche Area

Setting— This roaded area is easily accessible, while offering motorized and non-motorized remote experiences. The feeling of expansiveness is enhanced by the proximity of Wilderness and rugged mountain settings.

Activities and Opportunities— Developed camping only occurs at lakes, reservoirs, and primary Wilderness staging areas. Dispersed camping is concentrated in designated areas, primarily self-contained, and supports rustic, less structured recreation, such as fishing, hunting, hiking, and backyard outings. A system of designated OHV routes and staging areas based on existing roads and existing capacity is located on the Vernal RD, with links to other districts and outside partners.

ROS—Mostly roaded natural, then followed by semi-primitive motorized and semi-primitive non-motorized.

The Vast Backyard is the largest recreation niche area on the Forest. It is predominantly comprised of roaded natural and semi-primitive motorized ROS classes. The Vast Backyard contains the majority of roads and recreation developments on the Forest (Table 3.1.4), making it easily accessible for both motorized and non-motorized recreation opportunities. This area acts somewhat like a vast backyard for locals throughout the Uintah Basin. This niche area is extremely popular for activities such as dispersed camping, picnicking, day trips and extended day trips, hiking, OHV riding, biking, hunting, and horseback riding.

The Vast Backyard houses the majority of the hatched travel area on the Vernal Ranger District. This travel area is limited to the Vernal Ranger District where routes are open to motorized vehicles on designated routes and established undesignated routes as long as resource damage is not occurring. These undesignated routes were inventoried using satellite and aerial photography. Routes that were not NFS roads or trails and were visible on the photography were digitized and stored in the Forest GIS data base. These routes are not considered system routes and are not maintained by the Forest. Approximately 111,800 acres or 33% of the Vernal Ranger District comprises the hatched travel area, which spans the width of the district, and contains approximately 368 miles of undesignated routes.

Table 3.1.4 Current system road and trail miles Vast Backyard Recreational Niche Area				
DISTRICT	ROAD MILES (Roads open to public access)	MOTOR TRAIL MILES (Trails open to vehicles up to 50-in. wide)	NON-MOTOR TRAIL MILES (Trails open for non-motorized use)	ADMIN-CLOSED MILES (Roads restricted to authorized vehicles. Non-motorized access usually allowed)
Flaming Gorge	90	10	37	16
Vernal	379	63	79	39
Roosevelt/Duchesne North Unit	249	28	67	13
Roosevelt/Duchesne South Unit	264	8	61	2
TOTAL	982	109	244	70

**The district acronyms listed in the table above refer to the ranger districts that comprise the Forest and include Flaming Gorge (D1), Vernal (D2), the north unit on the Roosevelt-Duchesne (D3), and the south unit on the Roosevelt-Duchesne Ranger Districts (D4).*

Various parts of this travel area are popular with local residents for dispersed camping and OHV activities, especially along the State Highway 191 corridor and around the Iron Spring area. Although users tend to stay on well-established routes, the lack of designation has created a management problem. Both visitors and managers find it difficult to distinguish between an established, undesignated route and a newly-created undesignated route. Furthermore, recognizing an established, undesignated route where resource damage is not occurring is more challenging to interpret and identify. As a result, enforcing current travel regulations within this travel area is problematic; and new routes are prolific and increase every year. Undesignated routes with resource damage are problematic because the district has no set way of identifying or maintaining these routes, and justification for improving or removing these routes is difficult due to budget constraints and “primary purpose” accountability issues. This area is a good example of what former USDA Forest Service Chief Dale Bosworth meant by unmanaged recreation.

Rugged Backcountry Recreation Niche Area

Setting— Remote areas of intact natural vegetation and healthy ecosystems epitomize this setting. These areas often provide greater solitude than Wilderness.

Activities and Opportunities— These areas provide remote, largely non-motorized recreation, including hunting, hiking, and horseback riding.

ROS—Predominantly semi-primitive non-motorized with sparse areas of primitive and semi-primitive motorized.

There are no developed campgrounds or other major recreation developments in the rugged backcountry. Recreation facilities are limited to trailheads with limited amenities such as unpaved parking, pit toilets, wooden corrals, and kiosks. Roads in this niche are sparse and motorized trails limited (Table 3.1.5).

Table 3.1.5 Current system road and trail miles in the Rugged Backcountry Recreation Niche Area				
DISTRICT	ROAD MILES (Roads open to public access)	MOTOR TRAIL MILES (Trails open to vehicles up to 50-in. wide)	NON-MOTOR TRAIL MILES (Trails open for non-motorized use)	ADMIN-CLOSED MILES (Roads restricted to authorized vehicles. Non-motorized access usually allowed)
Flaming Gorge	5	3	64	0
Vernal	29	23	116	5
Roosevelt/Duchesne North Unit	15	2	36	2
Roosevelt/Duchesne South Unit	0	0	0	0
TOTAL	49	28	216	7

**The district acronyms listed in the table above refer to the ranger districts that comprise the Forest and include Flaming Gorge (D1), Vernal (D2), the north unit on the Roosevelt-Duchesne (D3), and the south unit on the Roosevelt-Duchesne Ranger Districts (D4).*

High Uintas Recreation Niche Area

Setting— Capped by Roosevelt/Duchesne, the highest point in Utah, this Wilderness provides water to the deserts below and draws visitors seeking solitude and challenge.

Activities and Opportunities— Opportunities include hiking to destination lakes, peak-bagging, multi-day backpack trips, horse packing, fishing, and outfitter guide support.

ROS—Almost entirely primitive with sparse areas of semi-primitive non-motorized.

This niche area will not be discussed further in the recreation resource analysis because there are no proposals listed within the HUWA.

3.1.7 Environmental Consequences

Direct and Indirect Effects by Alternative

Alternative A—No Action

The current Travel Plan for the Forest does not effectively manage motorized travel or provide sufficient sustainable motorized recreation opportunities. It lacks motorized loop and connectivity attributes that are sought by many OHV users. In certain cases it encourages motorized use on poorly selected routes or fails to provide clear direction as to where and when motorized use is allowed.

Recreation Issue 1 (Conflicts) Travel route designations affect opportunities for both motorized and non-motorized recreation activities; the types, amount, and characteristics of the routes affect the experience of the forest user. Introducing new recreation activities or restrictions into an area could create conflicts; for example, non-motorized users generally seek areas that offer tranquility, away from the noise and dust that could accompany motorized activity, such as OHV use.

The Flaming Gorge Recreation Niche Area currently has opportunities for both motorized and non-motorized recreation activities and ROS classes ranging from semi-primitive non-motorized to rural. Under Alternative A, the current amount of open NFS roads, motorized trails, and non-motorized trails would be maintained. Since this alternative would not change the current management there would be no direct impacts to change the current level of conflicts between user groups.

The Vast Backyard Recreation Niche Area currently has numerous opportunities for motorized and non-motorized recreation opportunities and ROS classes ranging from semi-primitive non-motorized to roaded natural. Although there are no new proposals being considered under Alternative A, maintaining the status quo through No Action could create more user conflicts on the Vernal Ranger District. The lack of route designations and the current management of existing routes within hatched travel area would likely continue the trend of route proliferation and alter the setting within this 111,800 acre area. This could lead to continued or even increased conflicts between forest visitors who seek either a motorized or non-motorized experience.

The Rugged Backcountry Recreation Niche Area has a setting that is more conducive for non-motorized recreation opportunities. Some motorized recreation opportunities do exist, and they are mostly found on the Vernal Ranger District. ROS classes range from isolated areas of primitive to small fragments of roaded natural. Under Alternative A, the current amount of open NFS roads, motorized trails, and non-motorized trails would be maintained. However, maintaining the status quo through No Action could create more user conflicts on the Vernal Ranger District, as the Rugged Backcountry contains a small portion of the hatched travel area. The lack of route designations and the current management of existing routes within the hatched travel area would likely continue the trend of route proliferation and alter the setting. This could lead to continued or even increased conflicts between Forest visitors who seek either a motorized or non-motorized experience in this area.

Recreation Issue 2 (Dispersed Camping) - Limiting dispersed camping to 150 feet from designated routes may affect the experience and/or reduce the availability of areas to camp.

Developed campgrounds are popular across the Forest, but the popularity of dispersed camping away from developed facilities has increased considerably with the advent of modern recreational vehicles (RVs). Dispersed camping is very popular along Flaming Gorge Reservoir and in open areas with limited woody vegetation throughout the Forest, especially within the Vast Backyard Recreation Niche Area.

There is no motorized cross-country travel allowed by wheeled vehicles on the Forest, but travel off of designated routes is allowed within 300 feet when resource damage will not occur to access a temporary camp site; to gather firewood by permit; or for retrieval of legally taken big game (Forest Travel Maps 2005). Although the current travel plan allows motorized travel off of designated roads within 300 feet to access a temporary campsite, all action alternatives propose reducing the distance to 150 feet.

Field observations have noted that dispersed camping has become increasingly connected to group camping. It is very common to see two or more RV’s camped together in one location and for campers to visit the same locations each season. Stay limits on the Forest would not be changed under any alternative, but they would still be used to encourage movement, so that other visitors get a chance to camp in an area. The use of OHV’s has become more common with dispersed camping. There might only be one or two OHV’s associated with a group, but campers take turns going out to ride trails, access fishing, visit friends camping nearby, collect firewood, and more. However, not every camp has an OHV, as there are several people who like to disperse camp with their RV and be away from the noise and dust that might accompany OHV use.

Although dispersed camping is specifically mentioned in the Vast Backyard Recreation Niche Area vision statement, it is still appropriate throughout other recreation niche areas on the Forest.

The Flaming Gorge Recreation Niche and the Vast Backyard Recreation Niche tend to have the most areas for dispersed camping. Part of this is due to the miles of routes within those areas and part is due to the location of those areas. Within the Flaming Gorge Recreation Niche many of the current roads access the reservoir a premier dispersed recreation area. A large portion of the hatched travel area in the Vernal Ranger District falls within the Vast Backyard Recreation Niche. This area is heavily used for dispersed camping.

The Rugged Backcountry is more limited to motorized dispersed camping generally because of the limited number and quality of roads within this niche.

Recreation Issue 3 (Safety) The amount, location, and designation of motorized and non-motorized roads and trails may affect the safety of Forest visitors. For example, roads that are open to mixed traffic allow for travel by large vehicles pulling trailers, as well as ATV's operated by inexperienced drivers, such as children over the age of eight who have completed a safety course.

The Flaming Gorge Recreation Niche Area has approximately 185 miles of NFS roads that allow mixed traffic; the Vast Backyard has approximately 761 miles of roads that allow mixed traffic; and the Rugged Backcountry has approximately 27 miles of roads that allow mixed traffic. Based on information gathered from Forest Law Enforcement Officers and Utah State Parks and Recreation, reported accidents between full size vehicles and OHV's on mixed use roads are extremely rare, only occurring sporadically, with an incidence of less than 10% of all accidents each year around the state. Overwhelmingly, OHV accidents are of the single vehicle type where the operator either hits a fixed object (rock, tree, parked vehicle, etc) or loses control off a route (either designated or undesignated). It is not likely that Alternative A, would affect the incidence of accidents between street-legal vehicles and OHV's on roads allowing mixed traffic.

Safety concerns would be more pressing in the hatched travel area where use is allowed on designated routes and established undesignated routes as long as resource damage is not occurring. Because the district does not maintain or regularly monitor undesignated routes, hazards and safety issues are more likely to arise in this area. As the trend of route proliferation in this area increases, due to the lack of route designations, so do the hazards and likelihood of accidents for forest users. The Forest Plan (p. II-5) states that trails deemed unsafe should be closed to protect the public. Forest engineering and trail programs continually assess travel-infrastructure, and when feasible work on reconstruction projects to keep Forest system roads and trails open.

Recreation Issue 4 (Costs) Travel management affects road and trail program costs. Implementing and managing the travel plan will require signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails. The cost of these activities may be prohibitive to adding new routes or routes that would require high maintenance or mitigation costs.

Roads and trails on the Forest are managed under the same direction regardless of their location within the Recreation Niche Areas. There are several administrative and environmental factors that affect the maintenance or reconstruction of NFS roads and trails. Administrative factors include items such as the road or trail class, managed use, and designed use. Environmental factors may include road or trail location, slope, soil type, elevation, and ease of access. All these factors influence the cost to maintain a road or trail.

The Forest maintains about 100 miles or 9% of the Forest's system trails (motorized and non-motorized) and about 400 miles or 30% of improved and unimproved roads to standard each year.

Costs for trail and road reconstruction are much greater than maintenance as the majority of trail reconstruction projects involve major repairs and hardening, or rerouting motorized trails because they run through poorly selected landscapes that are not well-suited for motorized vehicles. Reconstruction projects are implemented to correct resource damage and safety concerns. The Forest averages about one motorized trail reconstruction project per year, averaging three miles, but they are time consuming and may take as long as four weeks to complete. A study of Recreational OHV Use on Public Lands in Utah noted that across all agencies that manage OHV use, funding for the activity's management has not kept pace with growth

Under Alternative A there would be no additional roads or trails to maintain, but this would not result in any significant costs or savings to engineering and recreation programs. Existing system roads and trails would continue to be maintained as budgets allowed. The most heavily used trails, and those with resource damage or safety concerns would have the highest priority for maintenance and repair. However, it is not likely that a 9% yearly accomplishment of trails maintained to standard is sufficient to prevent trails from shifting into the reconstruction category. The Forest would continue to work with and develop its volunteer resources to assist with trails projects.

The No Action Alternative does not address the need to close certain, poorly located and poorly constructed trails. As a result they would remain on the system until they went through another process to either close, realign, or improve them. Failure to address route designation within the hatched travel area on the Vernal Ranger District might keep the miles of system roads and trails frozen, but it does not recognize the actual use occurring on the ground. This may minimize maintenance costs, but it fails to recognize costs associated with resource damage and unmanaged recreation use.

Recreation Issue 5 (Enforcement) Incorporation of designated routes by themselves will not necessarily accomplish the goals of the Travel Management Plan unless enforcement concerns are considered.

Compliance of Forest regulations and special orders are generally achieved through a series or combination of steps that are typically referred to as the "three E's: engineering, education, and enforcement." First, roads, trails, and other recreation infrastructure should be engineered for the targeted use. Engineering for a type of use encourages compliance. The need for and amount of trail management are reduced through effective trail location, design, and education (FSH2309.18_10). Unfortunately many trails on the Forest were never designed with recreation in mind, but were historic sheep and cattle driving routes, or were remnants of old timber sales that were later adopted as recreation trails.

Engineering can include barriers used to prohibit or limit access into a closed or restricted area. There are multiple types of barriers and generally the simpler the barrier the easier it is to ignore or remove. The most effective barriers involve a combination of methods with some explanation for the closure, and require personnel to monitor their effectiveness and need for replacement.

Education is used to encourage compliance by explaining the importance and relevance of Forest management actions and policies to Forest visitors. Education is normally linked to interpretation programs on the Forest. However, education also includes the availability of maps, kiosks, brochures, and signs to help inform Forest visitors about locations, distances, difficulty, and accepted uses on NFS roads and trails. The NVUM survey results indicate that visitor satisfaction of services including availability of information, signage, and employee helpfulness declined to 65% favorability in undeveloped areas where most trails are located. OHV owners ranked well signed trails and OHV areas as the most important category among five management actions, including law enforcement (Burr et.al.2008). However, the study also found that the availability

of information (rules, hazards, conditions, directions, etc. via multiple forms of media) is the biggest weakness on public lands.

Ideally, enforcement is the last action taken to encourage compliance of Forest regulations and special orders. However, when the other two actions (engineering and education) are loosely implemented, enforcement becomes more significant. Enforcement is heavily dependent on the number and availability of personnel. Overall, the lack of personnel on the ground committed to enforcing Forest regulations and special orders and promoting education through visitor contacts is a weakness in obtaining better compliance with the Forest Travel Plan.

Alternative A will result in no changes to the current Travel Plan and the same compliance and enforcement issues will continue. These issues include a lack of clarity to enforce compliance within the hatched travel area on the Vernal Ranger District; adherence to the 300 foot. allowance for driving off a designated route; obtaining compliance in areas with sparse woody vegetation; and increased noncompliance of the Travel Plan during big-game hunting seasons in October.

Use of unauthorized routes would persist on the Flaming Gorge NRA. There are several old roads leading to the reservoir that were never adopted by the Forest and some that were removed from the Travel Map over the years, but were never physically closed on the ground, or the closure was ignored. Consequently, these routes continued to be used over the years regardless of their status on Forest Travel Maps. Other Alternatives propose to designate some of these routes, but Alternative A proposes no changes to current travel management. The Forest would continue to utilize signs and barriers to implement and emphasize closures on the current Travel Map, as directed by the Forest Plan. The Forest would also continue to maintain, update, and strengthen the current directional and informational signing available to the public on NFS roads and trails; and would pursue strengthening interpretation and education efforts such as promoting Tread Lightly outdoor ethics and awareness.

3.1.8 Effects Common to All Action Alternatives

There are several proposals common to all actions alternatives. These range from seasonal closures of Forest system roads and trails to shortening the distance allowed for dispersed camping off of designated roads and trails. The majority of these proposals tend to share a common element which is to mitigate resource damage that has occurred for several years. Not all proposals common to all alternatives are identified below. However, proposals and actions considered to directly affect current recreation activities, and that are common to all action alternatives, are described below.

The Forest proposes to implement seasonal closures on system roads and trail in heavily used areas that are prone to resource damage. In the interest of consistency and ease of interpretation of the travel regulations, routes will be designated as follows:

- Flaming Gorge Ranger District roads south and east of Highway 44 would generally be open, at the earliest, from May 1 through December 19 unless otherwise designated. Motorized trails would be open from June 15 through November 19 unless otherwise designated. There would not be any seasonal restrictions on the rest of the district unless otherwise designated.
- Vernal Ranger District roads would generally be open, at the earliest, from May 1 through December 19 unless otherwise designated. Motorized trails would be open from June 15 through November 19 unless otherwise designated.
- Roosevelt/Duchesne Ranger District would have no seasonal restrictions common to all system roads and trails.

The most sensitive and prevalent times when resource damage occurs from recreation use is during the wet periods such as when the ground is still wet from snowmelt around May and June, or when the ground is becoming more saturated during the seasonal transition into fall around October. The season of use would be shorter for motorized trails than roads because roads are designed and constructed to drain water, carry higher traffic, and support large vehicles as compared to motorized trails. Motorized trails tend to have a lower standard of construction, generally utilizing native surface tread, that drains less effectively than roads and thereby retain moisture for longer periods. This makes motorized trails more susceptible to surface damage by motorized use during wet periods such as fall when rain and snow begin to accumulate and spring when snowmelt and runoff are abundant. No trails would be managed specifically for motorcycle use.

All Action Alternatives would eliminate the hatched travel area on the Vernal Ranger District, which is predominantly located within the Vast Backyard, by restricting travel to designated routes only. Therefore, after implementation of an action alternative motorized use on undesignated routes within the hatched travel area would be prohibited. This action would reduce conflicts between recreation users by designating routes for motorized travel. As a result, there would be a greater clarity of which routes are open and allow motorized use. The Forest would also be able to monitor and maintain routes in this area more closely and reduce hazards.

All OHV's operating on the Ashley National Forest would be required to comply with state OHV registration regulations. OHV's utilized on motorized trails would require a state OHV recreation decal. OHV's that are registered as street-legal vehicles within the state of Utah would be allowed to travel on Forest system roads that are restricted to street-legal vehicles only. OHV's that travel on both motorized trails and street-legal roads would require both registration types to legal operate on the Forest.

Under the current Forest Travel Plan, there is no motorized cross-country travel allowed by wheeled vehicles, but travel off of designated routes is allowed within 300 feet when resource damage will not occur to access a temporary camp site; to gather firewood by permit; or for retrieval of legally taken big game (Forest Travel Maps 2005). Although the current travel plan allows motorized travel off of designated roads within 300 feet to access a temporary campsite, all Action Alternatives propose reducing the distance to 150 feet.

This reduction in distance for use may result in some currently existing and legally available areas for dispersed camping to become unauthorized for future use. Forest visitors who have historically utilized these sites would then be required to camp in other locations that are within 150 feet of a designated route. In addition, the visitor recreation experience may be affected by camping closer to a road. Recreation opportunities for greater solitude and privacy may be impacted by being in a closer proximity to dust, noise, and traffic. Camping nearer to a road may also pose some added safety concerns if dispersed camp sites are along a busy route allowing for faster travel.

The Forest recognizes that there are numerous dispersed camping areas that have received historic use with minimal impacts in appropriate locations—both greater than 150 or 300 feet from system roads. However, there has also been an increase in the number of new routes created to access dispersed camping sites that have resulted in considerable resource damage to vegetation, soil, water, and recreation resources.

The action to limit motorized travel up to 150 ft. off of designated routes to access dispersed camping sites would result in excluding access to numerous historic dispersed camping locations. Consequently, some proposals within all Action Alternatives adopt routes that access dispersed camping areas which would otherwise be excluded. This does not pose any conflict with the Forest Plan as the majority of dispersed camping occurs within the F and N Management Area

Prescriptions on the Forest (IV-7 and IV-10). Only a limited number of these historic dispersed camping areas were carried forward in all alternatives, such as Proposal 2366 near Range Study on the Vernal RD. There are also at least eight proposals to prohibit dispersed camping in areas that have experienced continuous resource damage or conflict with Forest Special Order 022405A that prohibit dispersed camping within ¼ mile of developed recreation sites (Proposals 2318, 2322, 2340, 2349, 2352, 2353, 2402).

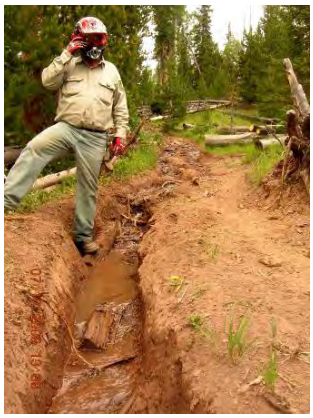
The action alternatives attempt to identify highly desirable motorized dispersed camping sites and include portions of them (depending on the alternative). The following rationale was used in order to develop units of measure that could be used to compare or contract the availability of dispersed camping areas.

- The Forest does not have an accurate inventory of all available dispersed camping areas across the forest.
- It is noted that not all Forest land allowing dispersed camping access located 150 or 300 feet from system routes is appropriate, accessible, or desirable for dispersed camping. Along any given route, numerous physical limitations of the site can restrict dispersed camping opportunities. For instance, travel may not be possible immediately off of system roads due to steep slopes, heavily forested areas, irregular terrain, wet meadows, streams, rocks, fences, etc. It is actually more appropriate to consider that there are more areas adjacent to designated routes that are limited from dispersed camping availability due to these physical barriers than there are areas that would be favorable for motorized dispersed camping.
- While this system of measure would overestimate the available areas for dispersed camping, the units of measure would be consistent and would show how dispersed camping opportunities may be affected by each alternative.
    - For Alternative A, 300 feet on either side of the road would be considered available for dispersed camping. One mile of route equals approximately 0.06 sq miles.
    - For the Action Alternatives, 150 feet on either side of the road (excluding those areas identified by the resource specialists as areas of concern) would be considered for dispersed camping. One mile of route equals approximately 0.03 sq miles.
- Within the Vernal Ranger District hatched travel area only those routes that have been inventoried for this project and deemed adequate size and accessible to recreation vehicles will be included in Alternative A as well as any action alternative it appears in. The rationale for this is because the majority of existing undesignated routes within this area are ATV routes and not appropriate for motorized dispersed camping. Those roads that have been inventoried have generally been identified as having areas where dispersed camping may occur. This will provide an equal basis for comparison.
- This method of determining area (300 feet=0.06 mi.^{2} compared to 150 feet=0.03 mi.^{2}) would overestimate the actual amount of available dispersed camping areas. As stated above, this is due to the fact that it does not account for physical barriers that make dispersed camping impossible or undesirable. Instead, it assumes an entire designated route would provide dispersed camping opportunities. However, sufficient data does not exist that would accurately account for the many variables involved. Therefore, while the measurement does allow for some comparison between alternatives, its inherent weaknesses should be considered.

All Action Alternatives would impose a 100 ft. restriction for motorized dispersed camping near water bodies such as streams and lakes. This would require vehicles to camp at least 100 ft. away from water sources in order to help protect water quality and fish habitat (FSH 2509.22-10). This distance is a little less restrictive than other common recommendations. For example, Leave No Trace and Tread Lightly are two nonprofit organizations that promote responsible recreation and outdoor ethics; both organizations recommend camping at least 200 ft. away from water. The 100 ft. camping restriction from water would affect several historically used dispersed camping sites throughout the Forest that are located less than 100 ft. from water. There would likely be some resistance resulting from this new restriction because people are naturally drawn to camping adjacent to water. Camping close to water is appealing because of fishing access; convenience in obtaining water for cooking, drinking, and washing; soothing sounds of flowing water; and often cooler temperatures.

All action alternatives propose adding mixed traffic to additional Forest system roads. This would help discourage use of unauthorized routes, such as those paralleling system roads that resulted because OHV use was prohibited on main system roads, such as Taylor Mountain (FSR044). There are concerns with having mixed use on additional Forest system roads; however, Forest engineering staff determined that there are negligible risks to public safety for mixed traffic proposals in all Action Alternatives.

In some cases, certain system roads were identified with specific safety concerns for mixed use. A road hazard analysis determined it would be safer to prohibit mixed traffic on certain improved roads located on the Vernal Ranger District: (1) Red Cloud Loop Scenic Backway (FSR 018) from the Forest boundary, north to the intersection with FSR 508 at Charleys Park; (2) Red Cloud Loop Scenic Backway (FSR 018) from the Taylor Mountain (FSR 044) intersection, east to the intersection with FSR 252 near Iron Springs; and (3) Mosby Mountain (FSR 104) from the Forest boundary, west to the intersection with FSR 447 at Bills Park. These roads share common hazards such as multiple switchbacks, limited visibility, steep grades, narrow sections, and frequent traffic. As a result, proposals to allow mixed traffic on these road segments were not included in any action alternatives.



Several proposals aim to either administratively close system ATV trails or convert them to non-motorized trails due to safety concerns (Proposal 1005, 2056, 2150). These trails have been determined to be a safety hazard due to steepness, difficulty maneuvering over large obstacles, and the presence of elevated drop offs. Some system ATV trails are proposed to be converted to non-motorized system trails because of resource concerns, such as trails bisecting streams and riparian habitat, channeling water, and causing severe erosion, or that fact that a route was never developed on the ground to accommodate the use (Proposal 2451, 2016, 2040, 2032 and 2045). For example, Forest system trail (FST) 028 (adjacent picture) is currently an ATV trail with steep slopes that bisects an active spring. Consequently, the system trail developed considerable resource damage and safety concerns.

Proposal 2144, located southeast of East Park Reservoir on the Vernal Ranger District, proposes to adopt a motorized ATV trail (open to vehicles less then 50 wide) that would require about ¼-mile of new construction. This action is tied to two other proposals (Proposal 2143 and 2056) in order to provide a more sustainable motorized trail network. Proposal 2144 would create a reroute for FST 028 near Little Brush Creek. Proposal 2144 would connect to FSR 021 (Proposal 2143) and make it possible to close and rehabilitate nearly one mile of FST 028 which has considerable

resource damage and safety issues (pictured above). The new trail construction would occur along a higher elevation with drier soils and avoids wet meadows and utilizes more gradual slopes; thereby making it less susceptible to erosion.

Proposal 2274.2 utilizes an existing route along a powerline corridor north of Grizzly Ridge to designate an ATV trail open to motorized vehicles less than 50 inches wide. This route is already commonly used because it is an "established undesignated route" located within the hatched travel area on the Vernal Ranger District. Consideration has been given to the fact that this proposal would likely lead to ATV's crossing State Highway 191 in order to connect with FSR 253 near Stringham Cabin. State Highway 191 is open year-long and has considerable traffic during the summer months. This could pose a risk to Forest visitors using the trail and to motorists on State Hwy. 191. However, ATV's have used this connection for several years and there have been no reported accidents or complaints from this activity. The risk to trail and highway motorists is minimized because of the straight alignment along that section of State Highway 191. Although not required for mitigation, some tree thinning along both shoulders of the road could improve site distance and reduce public risks.

Alternative B— Preferred Alternative

The Forest created Alternative B based on public feedback from the initial scoping process and from input received by local partners such as county governments and state agencies. The majority of proposals that would create additional motorized access are located within the Flaming Gorge and Vast Backyard Recreation Niche Areas. Alternative B would retain and maximize dispersed camping access to popular areas. It would incorporate additional mixed traffic on Forest system roads, so that OHVs would share more miles with typical street-legal passenger vehicles. Thus, it would improve access and create connectivity with existing developed recreation facilities and other system roads and trails. Motorized loop opportunities would greatly improve, so that OHV users could start loop tours from camp rather than having to trailer their vehicles to a trailhead in order to ride a loop. Alternative B would also adopt specific routes that were very popular and consistently requested during the scoping process. This Alternative would be highly favorable for dispersed camping in hand with OHV use, but lacks dispersed camping opportunities where OHV use is not allowed in order to create a different setting for RV campers that seek a quieter experience. Alternative B would also remove motorized use from some system roads and trails that were considered to have resource or safety concerns as determined by Forest staff and verified during the scoping process.

Recreation Issue 1 (Conflicts) Alternative B has proposals that conform to Forest Plan standards and guidelines or management direction, but would change the current ROS class inventory for the Forest.

Flaming Gorge Recreation Niche Area.-For the most part, Alternative B proposes to adopt additional unimproved routes for mixed traffic including street-legal vehicles and OHV's within the Flaming Gorge Recreation Niche Area. There are 74 of these proposals that incorporate about 38 miles of unauthorized routes. A majority of these routes are located on the Wyoming side of the District and are used to access dispersed camping areas and the reservoir for water-based activities. There is currently a vast network of unauthorized routes around the reservoir. Alternative B would select a limited number of frequently used routes in order to maintain reservoir access and eliminate redundant routes that access the same locations. Since the routes are commonly used during the summer, it is unlikely that their designation would create additional conflicts between users. These proposals are also included in Alternative C.

There are also proposals within the Flaming Gorge Recreation Niche Area to allow mixed traffic on several improved and unimproved Forest system roads that are currently restricted to street-legal vehicles only. These proposals are also included in Alternative C and include:

- Proposals 1004, 1154, 1155, 1258, 1259, 1260, 1262, 1266(all), 1270

Similarly, there are nine proposals (Proposals 1024, 1073, 1074, 1076, 1080, 1081, 1082, 1083, 1089) to adopt motorized trails open to all vehicles to access the reservoir for dispersed camping and fishing opportunities. These proposals total about 2.5 miles of unauthorized routes, but have historic use and do not conflict with any direction in the Forest plan.

A 79-acre dispersed camping "open area" is proposed south of Buckboard Crossing (Alternatives B and C) where concentrated use such as dispersed camping is popular (Proposal 1200). This area contains multiple routes that are commonly used. Designation of an "open area" could help minimize unauthorized use in other nearby places and reduce conflicts with OHV's by designating an area with limited motorized recreation restrictions. On the other hand, the dispersed camping open area could also encourage more use that could lead to crowding and unauthorized expansion, thereby creating more conflicts.

This proposal does not conflict with the Forest Plan. However, Transportation Management decisions for protection and management of the FGNRA (Forest Plan, Appendix A) state to (1) locate and construct a well-designed and adequate internal and circulatory system of roads and trails to standards which fully provide for soil stabilization, recreational, wildlife, and esthetic values (A-20); and (2) to minimize visual, air, and noise pollution along major routes of travel, at administrative sites, and in areas of concentrated public use. It is difficult to predict what noise and dust levels at this area would reach or if they would conflict with other Forest visitors such as at nearby Buckboard Crossing campground or other dispersed recreation along the reservoir. Opportunities for more natural and isolated settings near the reservoir would still be available.

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. The current travel map shows that FSRs 376 and 625 are open to mixed traffic, but the Flaming Gorge Ranger District signed Forest system road 376 closed to ATV's as recently as 2006 after receiving complaints from residents of the adjacent Flaming Gorge Acres subdivision. Forest system road 376 passes very close to the Flaming Gorge Acres subdivision and residents felt this was a safety issue because it encouraged hunting too close to their homes. Local residents were also concerned with noise, traffic, and dust from ATV's using unimproved Forest system road 376; vehicles driving on designated ATV system trail 157 to make a loop; disturbances to big game; and resource damage resulting from fording Allen Creek.

Since the closure was implemented, the Forest has received equally polarized comments; wanting the loop either closed to ATV use or open to ATV use, while street-legal traffic does not seem to be a concern. For example, the Forest received comments from residents of Flaming Gorge Acres and The Pines requesting that ATV's be allowed to use FSR 376 since it already allows street-legal access. Their reasoning is that the unimproved road and connecting ATV trail allow better access for ATV traffic than street-legal vehicles because larger vehicles cannot maneuver the terrain as easily or legally connect the loop. This loop is popular with residents of both the

Flaming Gorge Acres and the nearby Pines subdivisions for both motorized and non-motorized uses. The management area subunit, Greendale Management Unit (CFC-4), states that the Forest should provide a buffer adjacent to private lands (A-39). This buffer would permit compatible uses should but be designed to maintain scenic values and the natural character of the land (A-39). However, both the current roads and trail were in place prior to development of the Flaming Gorge Acres subdivision.

Alternative B (and Alternative C) would address the motorized access issue by designating the system roads (FSR 376 and 625) as open to mixed traffic, including ATV's, and the trail (157) would remain open to ATV use. The concerns presented to the Forest would be mitigated by implementing a seasonal closure (October 1 – June 30) on FSR 625 (Proposal 1255.1) and FST 157 (Proposal 1255.2) to disconnect the loop with the adjoining road (FSR 376), thereby reducing ATV traffic, reducing disturbances to big game, and reducing the number of hunters within close proximity of the residences. The ford at Allen Creek would be improved prior to opening FST 157 to motorized use and barriers would be implemented to keep vehicles wider than 50 inches off of the trail.

The Vast Backyard contains the majority of proposed changes in Alternative B. Table 3.1.6 compares miles of Forest system roads and trails between the current condition (Alternative A) and Alternative B.

Table 3.1.6—Road and Trail Miles in the Vast Backyard Recreation Niche Area

	ALT. A	ALT. B	DIFFERENCE
Administratively Closed Road	71	63	(8)*
Street-legal Only Road	221	169	(52)
Mixed Use Road	761	845	84
Motorized Trail Open to all Vehicles	0	44	44
Motorized Trail less than 50"	110	108	(2)
Non-motorized Trail	243	257	14
Change to ROS	Yes. Approximately 6,460 acres from semi-primitive non-motorized to semi-primitive motorized		

*( ) indicates a negative number

The most obvious change proposed by Alternative B is to allow mixed traffic on several improved and unimproved roads on the Forest that are currently restricted to street-legal vehicles only, such as along Taylor Mountain Road (FSR 044) on the Vernal Ranger District. This action would greatly improve motorized recreation opportunities for OHV users by connecting additional Forest system roads to dispersed camping areas, motorized trails, developed recreation sites, and creating links with other Forest system roads. This action could help reduce some of the heavy use on current Forest system motorized trails by transferring some of that use to engineered roads that are able to sustain constant vehicle traffic. Currently, there are approximately 313 miles of improved roads, and about 675 miles of unimproved roads that allow mixed traffic throughout the Forest, and the vast majority of them are located within the Vast Backyard. The proposals to allow additional mixed traffic would increase these figures by about 50 miles on improved roads, and approximately 97 miles on unimproved roads throughout the Forest; nearly all are located within a roaded natural ROS class. These proposals to add mixed traffic within the Vast Backyard are consistent with the management of the area and include:

- Vernal RD Proposals: 2018, 2043, 2055, 2091, 2093, 2194, 2197, 2253
- Roosevelt-Duchesne RD Proposals: 3005, 3040, 4015

Currently, reported conflicts and complaints on Forest system roads allowing mixed traffic are negligible, so it is not likely that additional use by OHV's on system roads would escalate conflicts between recreation users.

The next obvious variation with Alternative B within the Vast Backyard is the addition of approximately 32 miles of motorized trails open to all vehicles (83 proposals) by incorporating unauthorized routes in order to accommodate access to historic dispersed camping areas, and to incorporate some OHV routes. The current travel regulations allow vehicles to travel off of designated routes up to 300 ft. to access dispersed camping locations. The new Travel Plan would limit the distance allowed off of designated routes to 150 ft. Therefore, a majority of the proposed "motorized trails open to all vehicles" within the Vast Backyard access current dispersed camping—located over 150 ft. from designated routes having suitable historic use, with limited ground disturbance. Dispersed camping has been identified as an important recreation use within the Vast Backyard and incorporation of proposals to access dispersed camping areas would ensure continued access to for this popular recreation activity. Many of these proposals are also located within the hatched travel area on the Vernal Ranger District. No new conflicts between recreation user groups are expected since these proposals occur in historically utilized areas. However, proposals 4001 and 4002 located on the South Unit of the Roosevelt Duchesne Ranger District would bisect an area currently inventoried as semi-primitive non-motorized. If these two proposals were adopted, then it would change the ROS class inventory to an area 2.5 square miles wide and leave a fragment, too small to remain classified as semi-primitive non-motorized. Therefore, Proposals 4001 and 4002 would result in a change to the ROS inventory from semi-primitive non-motorized to semi-primitive motorized to an area over 8.5 square miles (5,500 acres) wide.

Alternative B also proposes to open up and allow mixed traffic for public use on Forest system roads that are currently administratively closed. These proposals would benefit motorized recreation opportunities by creating additional motorized access, creating desirable loop opportunities, and improving connectivity with other Forest system roads and motorized trails. There are 12 of these proposals in Alternative B without extended seasonal closures, and all are located within the Vast Backyard:

- Flaming Gorge RD Proposals: 1007, 1187
- Vernal RD Proposals: 2048, 2058, 2061, 2085, 2145, 2146, 2153, 2180
- Roosevelt-Duchesne RD Proposals: 3011, 4004

Some currently administratively closed roads would allow mixed traffic to provide additional OHV opportunities, but would have seasonal closures (from October 1 to June 30) to protect big game, such as near North East Park (Prop 2047, 2058, and 2145) on the Vernal Ranger District as proposed in Alternatives B, C, and E. Administratively closed roads near North East Park access historic timber sales and receive little recreation activity, except during hunting season. Introducing motorized traffic around North East Park would unlikely create many conflicts between recreation users as it is already within a Roaded Natural ROS class.

Proposal 1007 on the Flaming Gorge RD intends to open up currently administratively closed Sols Canyon road (FSR 016) to public access and allow motorized mixed traffic. Its purpose is to create an OHV route between the town of Manila and the Forest. The Forest received a considerable amount of feedback in support of this connection during the public scoping process. Access would be seasonally restricted from October 1 to June 30 to keep vehicles off the road during wet periods and to help reduce wildlife disturbances. The Sols Canyon road is currently

managed as an administratively closed road in order to protect the dam and its associated infrastructure, so access is limited to authorized users conducting canal/dam maintenance.

Proposal 1007 does not conflict with the Forest Plan. However, there would be management changes as a result of implementing this proposal. For example Sols Canyon road (FSR 016) is currently managed as a Maintenance Class Level I Road and implementing the proposal would change it to, at least, Maintenance Class Level II. About ½-mile of this road is located within an area inventoried as semi-primitive non-motorized. If the proposal were implemented it would change the ROS inventory from semi-primitive non-motorized to semi-primitive motorized across an area about 0.5 square-mile wide. About 1-mile or half of the Sols Canyon road is located in Management Area Prescription G—Undeveloped Dispersed Recreation Unroaded (IV-7). The Forest Plan directs that there be no road construction; that the District Travel Plan will be used to resolve issues; and that facilities may be used for public safety, convenience, and protection of the site (IV-7 and 8). This proposal would not involve new road construction and there is no direction that states motorized public access is prohibited or that ROS inventories cannot be changed. However, keeping this route administratively closed would be most consistent with the management area prescription (MA-G), and currently managed use. This proposal is also included in Alternatives C, and E.

Proposals 3074.5 and 3074.6 located on the Roosevelt-Duchesne Ranger District near Rock Lake aim to connect the Rock Creek and Farm Creek drainages for OHV travel. Proposal 3074.5 would add a motorized trail for vehicles greater than 50 inches wide by utilizing an old extension of FSR 199, which was removed from the Forest road system several years ago as indicated by old records. This route goes through Management Area Prescription G—Undeveloped Dispersed Recreation Unroaded (IV-7). The Forest Plan direction for MA-G states that there should be no road construction; that the District Travel Plan will be used to resolve issues; and that facilities may be used for public safety, convenience, and protection of the site (IV-7 and 8). Proposal 3074.6 would add an ATV trail nearly two miles long by using an existing route along the Corral Creek drainage. Although proposal 3074.6 utilizes an existing route, there are resource concerns regarding this proposal. A field visit identified that the route crosses Corral Creek and parallels sections of riparian habitat (as shown in adjacent picture). These conditions are not ideal for a sustainable motorized trail. From a recreation management perspective, this proposal would not conflict with existing management since there are other system roads located near the proposed routes and MA-G is a small isolated fragment covering about 17 acres. Proposal 3074.6 would need to be rerouted away from the segments that cross and traverse riparian habitat along the Corral Creek drainage prior to being shown on the motor vehicle use map and opened to motorized travel (see Table 3.2.9 Specific Mitigation or Other Needs by Proposal). A reroute for segments of Proposal 3074.6 would require outside funding sources, but would be a good candidate because it creates additional access that links two drainages and addresses resource issues. These proposals and associated issues are contained in Alternatives C and E.

Alternative B would also designate new ATV trails (motorized routes open to vehicles less than 50 inches wide) by utilizing existing routes and new construction occurring only within the Vast Backyard. These actions (19 proposals) aim to create additional desirable motorized recreation opportunities, such as additional connectivity and loops with other system roads and motorized trails, in a setting managed to accommodate motorized use. The route locations are usually on existing hardened surfaces such as administratively restricted roads or old skid trails from historic

logging sites. However, five of these proposals for motorized trails may require small segments of new construction generally less than ¼-mile long, as explained below.

Proposals 2129 and 2130 combine opening up an administratively closed road and designating a new OHV trail (motorized vehicles over 50 inches wide) in order to create a new motorized loop located northwest of Oaks Park Reservoir, near Ranger Peak, on the Vernal RD. These proposals would connect with FSR 037 on the west and FST 1179 on the east to create a loop by connecting into FSR 020. Proposal 2130 utilizes old skid trails from historic timber harvests but would require a small piece of new construction less than ¼-mile long to accommodate OHV's. This proposal is also included in Alternatives C and E.

Proposal 3013 located on the Roosevelt-Duchesne RD near Lower Stillwater would require new construction less then ¼-mile long for an ATV trail. Currently, FSR 198 near Lower Stillwater allows mixed traffic. However, a portion of the road crosses into the Uintah and Ouray Indian Reservation where ATV's are not allowed. This new segment of ATV trail would help retain motorized access for ATV's by avoiding the Indian Reservation and allowing ATV's to utilize FSR 198 through its entirety.

Proposals 1179, 1017 (1017.1, .2, and .3), and 1011 (1011.1 and .2) would designate a combination of unauthorized routes and new construction to develop an ATV trail system that parallels the Hickerson Park road (FSR 221). This proposed trail system would provide an alternate route for ATV's that avoids the road and would meander through a more primitive setting with scenic vistas that are not available from the road. Proposal 1017.2 would require approximately one mile of new construction. A section near Sheep Creek Lake approaches an open, wet meadow landscape. A preferred alignment would be to keep the trail on the north side of the reservoir and cross the dam in order to stay out of the wet meadow. Otherwise, crossing the wet meadow would conflict with current trail management practices and management actions that the Forest has taken to reroute motorized trails off of wet meadows. Under Proposal 1017.1, approximately 1.25 miles of the proposed ATV trail would bisect an area inventoried as semi-primitive non-motorized. If the proposal were implemented it would change the ROS inventory from semi-primitive non-motorized to semi-primitive motorized across an area over 1 square-mile wide.

Proposals 1011.1 and 1011.2 utilize an existing abandoned timber route and require nearly ¼-mile of new construction. The existing route would require improvements to the trail tread as well as brushing and clearing work to remove deadfall and trees that have grown back in along the route. The ¼-mile of new construction would be required along a riparian area with wet meadows. The combination of the two proposed routes would cross three perennial streams with wet meadow / riparian complexes (see 3.2 Soil and Water Resources). It does not appear that a better route could be developed nearby to avoid wet soils and at least two of the crossings would require culverts or bridges. Cap and gravel turnpikes have been used on motorized system trails throughout the Forest to mitigate resource damage in riparian habitat, but only in small sections less than 50 yards long. Motorized system trails on the Forest that have created resource damage through riparian habitat such as wet meadows, through larger stretches (over 50 yards) have been either rerouted or closed. Therefore Proposal 1011, to adopt a motorized trail through riparian habitat, would conflict with current trail management practices and management actions the Forest has taken to reroute motorized trails off of wet meadows.

Proposals 1179, 1017 (all), and 1011 (all) do not seem to support the Vast Backyard Recreation Niche which states that "a system of designated OHV routes and staging areas based on existing roads and existing capacity is located on the Vernal Ranger District, with links to other districts and outside partners." This route would be located on the Flaming Gorge Ranger District and does not link other districts or outside partners, nor

does it serve to mitigate resource impacts. The intent of these proposals is to resolve a safety issue which appears weakly based as pointed out in the safety discussion below. These proposals are also considered under Alternatives C and E.

Alternative B would eliminate the hatched travel area on the Vernal Ranger District, which is predominantly located within the Vast Backyard. This action would reduce conflicts between recreation users by designating routes for motorized travel. As a result, there would be no confusion about what constitutes an “established, undesignated route” that allows motorized use.

Limited conflicts would be expected from Alternative B within the Vast Backyard because this recreation niche area is predominantly Roaded Natural and managed to accommodate motorized recreation opportunities.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. Table 3.1.7 compares Forest system road and trail miles between the current condition (Alternative A) and Alternative B within the Rugged Backcountry.

Table 3.1.7 Roads and Miles of Trails in the Rugged Backcountry Recreation Niche Area

	ALT. A	ALT. B	DIFFERENCE
Administratively Closed Road	6	13	7
Street-legal Only Road	21	16	(5)*
Mixed Use Road	27	33	6
Motorized Trail Open to all Vehicles	0	7	7
Motorized Trail less than 50”	29	19	(10)*
Non-motorized Trail	217	219	2
Changes to ROS	Yes approximately 640 acres from semi-primitive non-motorized to semi-primitive motorized		

*( ) indicates a negative number

Opportunities for non-motorized recreation in more natural and isolated settings are abundant throughout the Rugged Backcountry. Alternative B aims to address current user conflicts, such as in areas that are not well-suited for OHV trails because they are located along wet meadows and are surrounded by non-motorized trails, or to expand motorized use on roads that would be more easily accessible by OHV’s rather than street-legal vehicles.

Approximately six miles of current motorized trail (FST 034, Prop 2038.3 and 2038.4; and FST 106, Prop 2038.1 and 2038.2) near Galloway Spring are proposed for non-motorized use because of numerous concerns including poor soil conditions that are not suitable for motorized travel, difficult terrain to maneuver vehicles, issues with noncompliance by ATV’s traveling beyond authorized Forest system trails, and complaints from equestrians and hikers about conflicting trail uses. The cluster of proposals under Proposal 2038 would remove motorized travel from FST 034 and 106. ATV’s would still have access to FST 110 and along the Outlaw ATV Trail (FST 1196 and 026) to complete a loop. Removing motorized travel from the remaining trails would address the following issues: eliminate crossing South Fork Ashley Creek where there is erosion at the approaches; reduces erosion and resource damage where Forest system trail 034 traverses an active spring near Death of James Meadow; eliminate a safety hazard and reduce erosion along the steep and narrow Forest system trail 106 to Galloway Spring; and eliminate the conflict of ATV’s illegally traveling on non-motorized system trails 106 to Frenches Park and FST 034 to

Alma Taylor where the Forest has received several complaints from hunters and equestrians. This proposal is also included in Alternative D.

Approximately three miles of unauthorized routes are proposed as “motorized trails open to all vehicle types” (Prop. 2101 and 2208), located within the Rugged Backcountry on the Vernal RD to access dispersed camping and routes suitable for OHV’s greater than 50 inches wide. These proposals would access current dispersed camping—located over 150 ft. from designated routes having suitable historic use, with limited ground disturbance and they do not appear to conflict with the Forest Plan nor would they change the ROS class inventory. Proposal 2101 appears in Alternatives B and C. Proposal 2208 appears in Alternatives B, C, and E.

Proposal 2013 is located near Paradise Reservoir on the Vernal RD. It starts at Julius Park Reservoir in the Rugged Backcountry and terminates in the Vast Backyard. The proposal utilizes a canal maintenance road to provide a motorized loop opportunity for OHV’s by connecting Julius Park Reservoir with Mosby Mountain/Paradise Road (FSR 104). Proposal 2013 is included in Alternatives B, C, and E and does not conflict with the Forest Plan or the ROS class inventory.

The Dry Ridge road on the Roosevelt-Duchesne Ranger District is proposed to be changed from an unimproved street-legal road to an unimproved mixed use road in order to accommodate OHV access during the summer season (Proposal 3082), and would have a seasonal closure from October 1 to June 30 to help prevent resource damage during wet periods and to minimize wildlife disturbances. Such a closure could also enhance the quality of non-motorized big game hunting. This proposal appears in Alternatives B, C, and E.

Proposal 3043 is located between the Grandview Trailhead and South Fork Rock Creek in the Rugged Backcountry Recreation Niche on the Roosevelt-Duchesne RD. It proposes to designate a currently unauthorized route to a motorized trail open to all vehicles, approximately two miles long, in order to provide mixed vehicle access to scenic views and dispersed camping opportunities. The trail would be closed seasonally from October 1 to June 30 in order to protect wet soils and reduce wildlife disturbances. This proposal is within an area having a semi-primitive non-motorized ROS class, so adopting Proposal 3043 would affect the current ROS inventory. It would change and split the current ROS inventory from semi-primitive non-motorized to semi-primitive motorized across an area over one square-mile wide. However, this action does not conflict with the Forest Plan because the ROS classifications for the Forest are only an inventory and not part of the Forest Plan.

Recreation Issue 2 (Dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing dispersed camping from 300 feet off of a designated route to 150 feet. This change in designation may affect the experience and/or reduce the availability of areas to camp.

The Forest recognizes that there are numerous dispersed camping areas that have received historic use with minimal impacts in appropriate locations both greater than 150 or 300 feet. However, there has also been an increase in the number of new routes created to access dispersed camping sites that have resulted in considerable resource damage to vegetation, soil, water, and recreation resources.

The Flaming Gorge Recreation Niche and the Vast Backyard Recreation Niche tend to have the most areas for dispersed camping. Part of this is due to the miles of routes within those areas and part is due to the location of those areas. Within the Flaming Gorge Recreation Niche many of the current roads access the reservoir a premier dispersed recreation area. A large portion of the hatched travel area in the Vernal Ranger District falls within the Vast Backyard Recreation Niche. This area is heavily used for dispersed camping.

The Rugged Backcountry is more limited to motorized dispersed camping generally because of the limited number and quality of roads within this niche.

Throughout the Forest there are sites that are historically used for dispersed camping. Many of these sites are 150 ft or greater from the current system roads, some are beyond 300 ft and are therefore use is not authorized under the current travel plan. Alternatives B and C identify and propose to adopt the greatest number of these highly desirable motorized dispersed camping sites. Special consideration has been made for sites that are appropriately being used and are within the previous legal definition of 300 feet.

Table 3.1.8 - Table 3.1.10 shows miles (length) and square miles (area) of potential dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as irregular terrain, heavy forest, steep slopes, wet areas and streams, as well as management tools such as fencing and road drainages would prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available dispersed camping areas, it is impossible to demonstrate the precise impact to dispersed camping for each alternative. However, the travel plan recognizes the potential for change to the visitor experience. Alternative B attempts to minimize these impacts by closely examining those areas that currently authorized under the previous travel plan and adopting those areas that are considered appropriate and would sustain such use.

Flaming Gorge Recreation Niche - Alternative B would specifically designate an additional 83 routes totaling 41 miles (including the 78 acres open dispersed camping area mentioned above). These areas primarily access dispersed camping areas within the Flaming Gorge Recreation Niche Area that are not available under the current travel management plan.

Table:3.1.8 Miles and Square Miles of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area

	Alternative A (300 ft either side of route)	Alternative B (150 ft either side of route)
Flaming Gorge Ranger District	232 miles = 26 sq. miles	247 miles = 14 sq. miles

Vast Backyard Recreation Niche - Alternative B would specifically designate 209 routes totaling 67 miles which primarily access dispersed camping areas within the Vast Backyard Recreation Niche Area. Of these routes 106 totaling 44 miles are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.9 Miles and Square Miles of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area		
	Alternative A (300 ft either side of route)	Alternative B (150 ft either side of route)
Flaming Gorge Ranger District	63 miles = 7 sq miles	71 miles = 4 sq miles
Vernal Ranger District*	363 miles = 41 sq miles	373 miles = 21 sq miles
Roosevelt/Duchesne Ranger District	450 miles = 51 sq miles	470 miles = 27 sq miles

* Includes 25 miles of routes in the hatched travel area for Alternative A

Rugged Backcountry Recreation Niche - The Rugged Backcountry would have the least miles and acres of designated routes accessing dispersed camping. This is partly due to the low miles of roads in this area as well as the low maintenance level of many of these roads. Alternative B would specifically designate an additional eight routes totaling five miles which primarily access dispersed camping areas within the Rugged Backcountry Recreation Niche Area of which three miles are not available under the current travel management plan.

Table:3.1.10 Miles and Square Miles of Potential Dispersed Camping Areas in the Rugged Backcountry Recreation Niche Area		
	Alternative A (300 ft either side of route)	Alternative B (150 ft either side of route)
Flaming Gorge Ranger District	3 miles = 0.4 sq miles	4 miles = 0.2 sq miles
Vernal Ranger District*	28 miles = 3 sq miles	37 miles = 2 sq miles
Roosevelt/Duchesne Ranger District	10 miles = 1 sq miles	10 miles = 0.5 sq miles

***** includes 2 miles of routes within the hatched travel area in Alternative A

Recreation Issue 3 (Safety)—Overall, Alternative B poses no new safety concerns with the exception of two different types of proposals. First, it is possible that the proposal to create a 79-acre dispersed camping open area (Proposal 1200) south of Buckboard Crossing may create more safety concerns by eliminating route designations. However the area is sparsely vegetated and allows for good site distance (refer to photo in Recreation Issue 1 above). The topography is fairly level with very few significant changes in elevation to create visual obstructions. With the lack of route designations, it would be up to the user to operate a vehicle, in that area, at their own risk.

Proposals 1179, 1017 (1017.1, .2, and .3), and 1011 (1011.1 and .2) would designate a combination of unauthorized routes and new construction to develop an ATV trail system that parallels the Hickerson Park road (FSR 221). The purpose of these proposals is to reduce ATV traffic and, therefore, the risk of accidents with vehicles on Hickerson Park road (FSR 221). FSR 221 is a well-maintained, improved gravel road that is open to mixed traffic; and its straight, wide alignment leads to high vehicle speeds. However, FSR 221 has had mixed use for several years without any history of ATV accidents, partly because this area is fairly level and not heavily wooded, so there is good sight distance on the road. Engineering road hazard analysis has not

determined that this section of road is of particular concern for mixed traffic. There are no proposals under any Alternatives to remove ATV use (mixed traffic) off of Hickerson Park (FSR 221), so ATV's would still be allowed on this road regardless if Proposal 1017 were implemented or not. Therefore, the argument to adopt Proposals 1179, 1017, and 1011 because of safety concerns is not compelling. Although not required for any mitigation, it would be more prudent to add or improve signing on a section of Hickerson Park road than to spend over $10,000 on new trail construction and increase the burden of trail maintenance on the Forest.

Recreation Issue 4 (Costs)—Overall, Alternative B would likely increase maintenance costs for the roads and trails programs because it would add miles to Forest system roads and trails. There is a general reduction in roads open to street-legal vehicles, but the miles associated with them were picked up by roads allowing mixed traffic. Roads that allow mixed traffic are generally more expensive to maintain because they require more signs to manage mixed traffic and may receive more frequent use. There is also an increase in miles of designated motorized trails which would increase maintenance costs for the trails program. Since most proposals are located within both the Flaming Gorge and Vast Backyard Recreation Niche Areas, it seems that the majority of system roads and trails would be easily accessible for maintenance, resulting in less expensive maintenance costs.

The cost to implement the five proposals requiring new construction (Proposals 1011.2, 1017.2, 2130, 2144, and 3013) would be at least $50,000. Based on the history of passed trails projects, it is likely that the Forest could not implement these projects with only base trail program funds and would require outside funding sources. The Forest has successfully obtained grants for motorized trails projects that address access issues and mitigate resource damage as well as serious safety concerns. It seems that Proposals 2144 and 3013, best fit these criteria. The alignments and purposes of Proposals 1011.2, 1017.2, and 2130 have flaws and they poorly address historic criteria for outside funding sources.

Some savings would be anticipated from Alternative B. Administratively closing roads, implementing seasonal closures, and changing trail designations from motorized to non-motorized use would likely reduce maintenance and reconstruction costs. It would reduce motorized traffic that could otherwise accelerate erosion and create resource damage, such as in poorly selected areas with steep slopes, wet meadows, or sensitive soils; or when use occurs during certain times of the year like spring or fall when soils are considerably wet. Although designating routes within the hatched travel area on the Vernal Ranger District would increase maintenance costs to the Forest, it would reduce future needs to repair resource damage caused by unmanaged recreation.

Alternative B would likely increase overall costs to manage the roads and trails programs on the Forest. The alternative would increase system roads open to Forest visitors by over 73 miles and motorized trails by approximately 43 miles—creating over $120,000 in additional costs to maintain Forest system roads and trails. Increasing the number of trail miles on the Forest may decrease the overall percentage (9%) of trails maintained to standard each year. The same scenario is likely for Forest system roads and could result in less than 30% of Forest system roads maintained to standard each year.

Recreation Issue 5 (Enforcement)—Alternative B contains proposals that address enforcement concerns and would help obtain better compliance with the Forest Travel Plan, but it also has proposals that could create additional issues. Alternative B eliminates the hatched travel area on the Vernal Ranger District and restricts all motorized travel to designated roads and trails. This management approach is clearer and avoids confusion for everyone by indicating that a route is closed unless signed open, making it easier to enforce.

It is difficult to predict what challenges, if any, a dispersed camping open area (proposal 1200) would pose to law enforcement. There is currently a spider-web of unauthorized routes located throughout a concentrated area on a small peninsula at south Buckboard Crossing (adjacent picture). Therefore, the Open Area is somewhat landlocked because it is surrounded by water and access is limited to one side of the peninsula. This area has natural boundaries but a fence, approximately ¼-mile long, could be constructed to define the boundary along the accessible side. It is possible that the open area could alleviate OHV use and reduce noncompliance in nearby areas.

Restricting dispersed camping off of system routes to 150 ft. would be easier to monitor during routine patrols as compared to the current 300 ft. restriction, but may create more crowding adjacent to major roads. Alternative B would also incorporate more recreation opportunities for OHV's and connects system routes which could encourage compliance with the travel plan. A majority of the proposals that create more motorized opportunities are located within the Vast Backyard. This recreation niche area is more readily accessible and easier to monitor during routine patrols. Allowing more mixed traffic on system roads would help discourage unauthorized routes that parallel system roads, such as by people who do not want to get caught riding on roads restricted to street-legal vehicles only. Implementing seasonal restrictions and administrative closures would require monitoring to enforce, but it would also help reduce the number of incidents involving resource damage. Non-system routes would be monitored on routine patrols and could be closed with barriers if they were to show signs of continued use and did not revegetate on their own.

Alternative C—Additional Motorized Opportunities

Alternative C would create the most motorized opportunities out of all the Action Alternatives. It would allow more motorized access into high elevation areas such as the Rugged Backcountry Recreation Niche Area and would create additional access by opening up the greatest number of system roads that are currently managed as administratively closed. Alternative C would also allow the most miles of mixed traffic on Forest system roads and introduce OHV use closer to trails that are managed for non-motorized use. Under this Alternative, Forest visitors who prefer trails and settings managed for non-motorized use would notice more encounters with OHVs in areas that once restricted their use.

Recreation Issue 1 (Conflicts) -Alternative C does not conflict with Forest Plan direction, but contains proposals that would change the current ROS class inventory for the Ashley National Forest. Alternative C differs from all other proposals in that it proposes the greatest increase to the number of system road and trail routes and miles on the Forest.

Flaming Gorge Recreation Niche Table 3.1.11 compares system road and trail miles between the current condition (Alternative A) and Alternative C within the Flaming Gorge Recreation Niche.

Table 3.1.11—Road and Trail Miles in the Flaming Gorge Recreation Niche Area			
	ALT. A	ALT. C	DIFFERENCE
Administratively Closed Road	14	16	2
Street Legal Only Road	131	114	(17)*
Mixed Use Road	185	242	57
Motorized Trail Open to all Vehicles	0	3	3
Motorized Trail less than 50”	4	15	11
Non-motorized Trail	33	27	(6)*
Change to ROS	None		

*( ) indicates a negative number

Alternative C proposes to adopt additional unimproved routes for mixed traffic (street-legal vehicles and OHV’s) within the Flaming Gorge Recreation Niche by utilizing both system roads and unauthorized routes. There are 96 proposals that incorporate 45 miles of unauthorized routes (26 proposals and seven miles more than Alt. B). A majority of these routes are located on the Wyoming side of the District and are used to access the reservoir and nearby dispersed camping opportunities. Since the routes are commonly used during the summer, it is unlikely that their designation would create additional conflicts between users.

A 79-acre dispersed camping open area is proposed south of Buckboard Crossing where concentrated use such as dispersed camping is popular (Prop. 1200). This proposal was discussed in detail under Alternative B.

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. Refer to Alternative B for a detailed description of the proposal and mitigation. The only difference between the two alternatives is that Alternative C does not implement a seasonal closure on FSR 625 (Proposal 1255.1).

Unique to Alternative C is a small network of ATV trails (Proposals 1248.1 – 1248.7) proposed near Red Canyon Lodge that would connect to other existing and proposed motorized routes. The proposals would create a connecting network of motorized trails that would provide OHV access to nearby attractions such as Swett Ranch and Flaming Gorge Lodge. This area is highly visited during the summer season because of popular destinations such as the Red Canyon Visitor Center, Overlook, Campground, and Lodge. Wildlife viewing is very popular as deer and big-horn sheep commonly browse in the area. A couple of small lakes are frequently used for fishing and picnicking. The current non-motorized trail system is very popular with hikers and bikers, and is utilized for horseback rides by a permitted outfitter.

Under the current travel plan, roads in the Red Canyon area are restricted to street-legal vehicles and there are no motorized trails, so it is likely that new ATV trail designations would create user conflicts. Undeveloped Areas Management Unit (CFC-3) discourages heavy use around Eagle Basin (A-37) which could result from proposals 1248.1 and 1248.2. Greendale Management Unit (CFC-4) aims to maintain scenic values and natural character of the lands (A-39), and to limit motor vehicle travel to existing routes (A-40). Proposal 1248.4 would not conform with CFC-4 because it would require new trail construction and would not limit motor vehicle travel to

existing routes. Alternative E has similar motorized trail proposals for Red Canyon, but was modified to not include those portions of 1248.2 which would require new construction and may include resource concerns.

The Vast Backyard contains the majority of proposed changes in Alternative C. Table 3.1.12 compares system road and trail miles between the current condition (Alternative A) and Alternative C within the Vast Backyard Recreation Niche.

Table 3.1.12—Road and Trail Miles in the Vast Backyard Recreation Niche Area			
VAST BACKYARD RECREATION NICHE AREA			
	ALT. A	ALT. C	DIFFERENCE
Administratively Closed Road	71	45	(26)*
Street Legal Only Road	221	162	(59)*
Mixed Use Road	761	870	109
Motorized Trail Open to all Vehicles	0	53	53
Motorized Trail less than 50”	110	110	0
Non-motorized Trail	243	252	9
Change to ROS	Yes. Approximately 6,460 acres from semi-primitive non-motorized to semi-primitive motorized		

*( ) indicates a negative number

Similar to the Preferred Alternative, the most obvious change within the Vast Backyard Recreation Niche under Alternative C is to allow mixed traffic on several improved and unimproved Forest system roads, such as along Taylor Mountain Road (FSR 044; Proposal 2043) on the Vernal Ranger District. The proposals to allow additional mixed traffic would increase these figures by 61 miles of improved roads, and around 118 miles of unimproved roads throughout the Forest under Alternative C. Nearly all of these proposals are located within a roaded natural ROS class. Proposals to add mixed traffic to currently improved and unimproved Forest system roads within the Vast Backyard include:

- Vernal RD Proposals: 2018, 2043, 2055, 2091, 2093, 2194, 2197, 2253
- Roosevelt-Duchesne RD Proposals: 3005, 3016 (Alt. C and D), 3040, 3082 (Alt. C and D), 4015

Currently, reported conflicts and complaints on Forest system roads allowing mixed traffic are negligible, so it is not likely that additional use by OHV’s on system roads would escalate conflicts between recreation users.

The next obvious variation with Alternative C in the Vast Backyard is the designation of approximately 36 miles of unauthorized routes as “motorized trails open to all vehicles” (96 Proposals) in order to accommodate access to historic dispersed camping areas and to incorporate some OHV routes. Alternative C has the highest number of additional miles and proposals to adopt unauthorized routes for motorized trails open to all vehicles. As with Alternative B, proposals 4001 and 4002 located on the South Unit of the Roosevelt Duchesne Ranger District would bisect an area currently inventoried as semi-primitive non-motorized. If these two proposals were adopted, then it would change the ROS class inventory to an area 2.5 square miles wide and leave a fragment, too small to remain classified as semi-primitive non-motorized. Therefore, Proposals 4001 and 4002 would actually result in a change to the ROS inventory from

semi-primitive non-motorized to semi-primitive motorized to an area over 8.5 square miles (5,500 acres) wide.

Alternative C also proposes to open up and allow mixed traffic for public use on Forest system roads that are currently administratively closed. Alternative C incorporates the 12 proposals listed in Alternative B (12 proposals, 14 miles), as well as three additional proposals listed below. The combined 15 proposals incorporate a total of 26 miles without extended seasonal closures, and all are located within the Vast Backyard:

- 12 proposals listed in Alternative B
- Vernal RD Proposals: 2027, 2139
- Roosevelt-Duchesne RD Proposals: 3025

Some currently administratively closed roads would allow mixed traffic to provide additional OHV opportunities, but would have seasonal closures (from October 1 to June 30) to protect big game, such as near North East Park (Prop 2047, 2058, and 2145) on the Vernal Ranger District. These are the same as those proposed under Alternative B. Alternatives C and E incorporate Proposal 2027 to open up Marsh Bench Road (FSR017) in order to provide OHV access to high-elevation locations and nearby lakes for additional dispersed camping, fishing, and hunting opportunities. Marsh Bench Road (FSR 017) is an administratively closed road that is sometimes opened to street-legal vehicles during the summer. However, this road has become popular with hikers, horseback riders, and hunters. Introducing mixed traffic onto this road could cause some conflicts with people who have historically used this administratively closed road for non-motorized recreation.

Proposal 1007 on the Flaming Gorge RD intends to open up currently administratively closed Sols Canyon road (FSR 016) to public access and allow motorized mixed traffic. Its purpose is to create an OHV route between the town of Manila and the Forest. Access would be seasonally restricted from October 1 to June 30 to keep vehicles off the road during wet periods and to help reduce wildlife disturbances. The Sols Canyon road is currently managed as an administratively closed road in order to protect the dam and its associated infrastructure, so access is limited to authorized users conducting canal/dam maintenance. This proposal and its issues are the same as described in Alternative B.

Alternative C would also designate new ATV trails (motorized routes open to vehicles less than 50 inches wide) by utilizing existing routes and new construction occurring only within the Vast Backyard. This would provide greater OHV opportunities (22 proposals, 25 miles) than any other Alternative. The route locations are usually on existing hardened surfaces such as administratively restricted roads or old skid trails from historic logging sites. However, five of these proposals for motorized trails may require small segments of new construction less than ¼-mile long. These proposals are the same as those identified and discussed in Alternative B.

Proposals 1179, 1017 (1017.1, .2, and .3), and 1011 (1011.1 and .2) would designate a combination of unauthorized routes and new construction to develop an ATV trail system that parallels the Hickerson Park road (FSR 221) under Alternatives B and C. Refer to Alternative B Recreation Issue 1 (Conflicts) and Recreation Issue 3 (Safety) for detailed information.

Unique to Alternative C is Proposal 2028. Proposal 2028 aims to adopt a motorized trail for vehicles over 50 inches wide near Marsh Bench Road. This would create a long loop trail between Marsh Bench Road and Horseshoe Park (FSR 031). However, this route may create conflicts between motorized and non-motorized users because it is outside the hatched travel area and is currently a non-motorized trail that is surrounded by additional non-motorized trails. This may create some confusion and lead to unauthorized use by OHV’s connecting into the non-motorized trail network.

Limited conflicts would be expected from Alternative B within the Vast Backyard because this recreation niche area is predominantly Roaded Natural and managed to accommodate motorized recreation opportunities.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. Table 3.1.13 compares system road and trail miles between the current condition (Alternative A) and the Alternative C within the Rugged Backcountry Recreation Niche.

Table 3.1.13 Road and Trail Miles in the Rugged Backcountry Recreation Niche Area

	ALT. A	ALT. C	DIFFERENCE
Administratively Closed Road	6	3	(3)
Street Legal Only Road	21	13	(8)
Mixed Use Road	27	41	14
Motorized Trail Open to all Vehicles	0	10	10
Motorized Trail less than 50”	29	26	(3)
Non-motorized Trail	217	218	1
Change to ROS	Yes. Approximately 640 acres from semi-primitive non-motorized to semi-primitive motorized		

*( ) indicates a negative number

There are different proposals within the Rugged Backcountry Recreation Niche that are an obvious change to the current map. Approximately 10 miles of new trails, open to all vehicle types, are proposed on the Vernal and Roosevelt/Duchesne Ranger Districts to access dispersed camping and routes suitable for OHV’s greater than 50 inches wide.

The Dry Ridge road on the Roosevelt-Duchesne Ranger District is proposed to be changed from an unimproved street-legal road to an unimproved mixed use road in order to accommodate OHV access during the summer season (Prop. 3082), and would have a seasonal closure from October 1 to June 30 (as proposed in Alternative B).

- Proposal 3043 has the same intent and issues for Alternative C as described under Alternative B.

Alternative C does not incorporate Proposals 2038.1, 2038.2, 2038.3, and 2038.4 to remove motorized use from approximately six miles of current motorized trails (FST 034 and FST 106) near Galloway Spring. The existing concerns including poor soil conditions that are not suitable for motorized travel, difficult terrain to maneuver vehicles, issues with noncompliance by ATV’s traveling beyond authorized Forest system trails, and complaints from equestrians and hikers about conflicting trail uses would be mitigated by heavy maintenance trail projects to correct these problems. However there is not a clear time-frame when this work would be completed.

Approximately three miles of unauthorized routes are proposed as “motorized trails open to all vehicle types” (Prop. 2101 and 2208), located within the Rugged Backcountry on the Vernal RD to access dispersed camping and routes suitable for OHV’s greater than 50 inches wide. These proposals (2101 and 2208) as well as Proposal 2013 are the same as those identified in Alternative B.

Alternative C contains the most proposals that might create new conflicts between user groups. However, numerous opportunities for more natural and isolated settings would still remain throughout the Rugged Backcountry.

Recreation Issue 2 (Dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing dispersed camping from 300 feet off of a designated route to 150 feet. This change in designation may affect the experience and/or reduce the availability of areas to camp. The discussion of the general impacts of this change has been addressed earlier in this chapter and is outlined in the description of earlier alternatives.

Alternative C recognizes the impacts of the change in this rule and attempts to maximize motorized dispersed camping opportunities while still implementing the 150 foot designation. Alternative C attempts to identify highly desirable existing dispersed camping sites and include them in this alternative. The alternative takes a more liberal approach in allowing for areas that may have some resource concerns but that are within an acceptable level of disturbance. In addition, this alternative would incorporate a greater number of routes that allow OHV use. This would provide a greater number of opportunities for camping with OHV use, but would also negatively impact opportunities for dispersed camping away from OHV use. Special consideration has been made for incorporation of sites that are appropriately being used and are within the previous legal definition of 300 feet.

Tables 3.1.14 - 3.1.16 below shows miles (length) and square miles (area) of potential dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as irregular terrain, heavy forest, steep slopes, wet areas and streams, as well as management tools such as fencing and road drainages would prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available dispersed camping areas, it is impossible to demonstrate the precise impact to dispersed camping for each alternative. However, the travel plan recognizes the potential for change to the visitor experience. Alternative C attempts to minimize these impacts by closely examining those areas that currently authorized under the previous travel plan and adopting those areas that are considered appropriate.

Flaming Gorge Recreation Niche - Alternative C would specifically designate and additional 85 routes totaling 42 miles (including the 78 acres open dispersed camping area mentioned above). These areas primarily access dispersed camping areas within the Flaming Gorge Recreation Niche Area that are not available under the current travel management plan.

Table:3.1.14 Acres of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area

	Alternative A (300 ft either side of route)	Alternative C (150 ft either side of route)
Flaming Gorge Ranger District	232 miles = 26 sq miles	271 miles = 15 sq miles

Vast Backyard Recreation Niche - Alternative C offers the most acres of dispersed camping of the action alternatives. This alternative creates more ATV access from and around dispersed camping areas and offers the least opportunities for motorized dispersed camping away from ATVs. The Vast Backyard would have the most available dispersed camping areas of the action alternatives.

Alternative C would specifically designate 232 routes totaling 82 miles which primarily access dispersed camping areas. 126 routes of these routes totaling 58 miles are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.15 Acres of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area		
	Alternative A (300 ft either side of route)	Alternative C (150 ft either side of route)
Flaming Gorge Ranger District	63 miles = 7 sq miles	72 miles = 4 sq miles
Vernal Ranger District	363* miles = 41 sq miles	387 miles = 22 sq miles
Roosevelt/Duchesne Ranger District	450 miles = 51 sq miles	489 miles = 28 sq miles

* Includes 25 miles of routes within the hatched travel area in Alternative A

Rugged Backcountry Recreation Niche - Alternative C offers the most acres of dispersed camping of the action alternatives. However dispersed camping access within the Rugged Backcountry Recreation Niche Area is limited primarily due to the number or routes and the management levels of those routes.

Alternative C would specifically designate nine routes totaling nine miles which primarily access dispersed camping areas. Of these routes seven totaling seven miles are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.16 Acres of Potential Dispersed Camping Areas in the Rugged Backcounty		
	Alternative A (300 ft either side of route)	Alternative C (150 ft either side of route)
Flaming Gorge Ranger District	3 miles = 0.4 sq miles	4 miles = 0.2 sq miles
Vernal Ranger District	28 miles = 3 sq miles	33 miles = 2 sq miles
Roosevelt/Duchesne Ranger District	10 miles = 1 sq miles	11 miles = 0.6 sq miles

Recreation Issue 3 (Safety)—Overall, Alternative C poses no new safety concerns with the exception of two different types of proposals as already identified in Alternative B (1200, 1179, 1011, and 1017).

Recreation Issue 4 (Costs) —Alternative C shares the same costs as covered under Alternative B, plus additional expenses. Alternative C is the most expensive Alternative to implement because it proposes the greatest increase to system road and trail miles on the Forest. The alternative increases system roads open to Forest visitors by over 84 miles and motorized trails by approximately 74 miles—creating over $150,000 in additional costs to maintain Forest system roads and trails. Under Alternative C, it is more likely that increasing the number of trail miles on the Forest may decrease the overall percentage of trails maintained to standard each year (less than 9%). The same scenario is likely for Forest system roads and could result in less than 30% of Forest system roads maintained to standard each year.

Recreation Issue 5 (Enforcement) — Alternative C contains similar proposals that address enforcement concerns and would help obtain better compliance with the Forest Travel

Plan as addressed in Alternative B. However, Alternative C would pose more challenges than all other action alternatives because it proposes the most road and trail miles to enforce. It also likely that existing conflicts would continue or even escalate such as near East Galloway on the Vernal RD. There would also be new areas to patrol more frequently such as along Marsh Bench Road.

Alternative D—Additional Non-Motorized Opportunities

Alternative D reduces road densities throughout the Forest. There is a 10-mile reduction in overall system roads that are open to Forest visitors and approximately a 52 mile increase in administratively closed roads. There are several proposals in this alternative that remove mixed traffic from system roads. As a result, there would be fewer motorized recreation opportunities, especially for OHV users. This alternative would have the fewest opportunities for motorized loops and connectivity to other roads, trails, recreation developments, and dispersed camping areas. Dispersed camping opportunities would be considerably reduced regardless of an area's popularity and historic use such as along the Flaming Gorge Reservoir and within the hatched travel area. Forest visitors who prefer non-motorized recreation would benefit most by enjoying expansive settings that restrict OHV use. However, they would still be affected by limited access to motorized dispersed camping opportunities.

Recreation Issue 1 (Conflicts) — Alternative D does not conflict with the current ROS class inventory for the Forest or Forest Plan standards and guidelines or management direction. This alternative does not incorporate any proposals for OHV open areas, and provides limited access for dispersed camping opportunities.

The Flaming Gorge Recreation Niche has the fewest number of proposed changes to the current travel plan under Alternative D. Table 3.1.17 compares system road and trail miles between the current condition (Alternative A) and Alternative D.

Table 3.1.17 Road and Trail Miles in the Flaming Gorge Recreation Niche Area

	ALT. A	ALT. D	DIFFERENCE
Administratively Closed Road	14	23	9
Street Legal Only Road	131	121	(10)*
Mixed Use Road	185	191	6
Motorized Trail Open to all Vehicles	0	0	0
Motorized Trail less than 50"	4	0	(4)*
Non-motorized Trail	33	36	3
Change to ROS	None		

*( ) indicates a negative number

Alternative D contains 12 proposals to incorporate about five miles of currently unauthorized routes to access the reservoir and adjacent areas for dispersed camping and water-based activities. This is a considerable contrast to the action alternatives which propose over four times as many routes and miles.

There are five proposals (Proposal 1004, 1154, 1155, 1158, and 1262) within the Flaming Gorge Recreation Niche Area to allow mixed traffic on current Forest system roads restricted to street-legal vehicles.

In contrast to all other action alternatives, Alternative D does not propose to adopt any motorized trails open to all vehicles.

Alternatives D and E do not contain any dispersed camping open areas within the Flaming Gorge Recreation Niche Area, or anywhere else on the Forest.

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. Refer to Alternative B for a detailed description of the proposal and mitigation. Alternative D imposes an administrative closure on FST 157 (Proposal 1255.2). Alternative D aims to address the noise and traffic issues raised by administratively closing the system ATV trail (FST 157) in order to disconnect the loop between FSR 376 and 625 and reduce motorized vehicle traffic in the area.

The Vast Backyard contains the majority of proposed changes in Alternative D. Table 3.1.18 compares system road and trail miles between the current condition (Alternative A) and Alternative D within the Vast Backyard Recreation Niche.

Table 3.1.18—Road and Trail Miles in the Vast Backyard Recreation Niche Area

	ALT. A	ALT. D	DIFFERENCE
Administratively Closed Road	71	96	25
Street Legal Only Road	221	202	(19)*
Mixed Use Road	761	781	20
Motorized Trail Open to all Vehicles	0	7	7
Motorized Trail less than 50”	110	79	(31)*
Non-motorized Trail	243	257	14
Change to ROS	None		

*( ) indicates a negative number

Alternative D has the fewest proposals to adopt mixed traffic on improved and unimproved Forest system roads that are currently restricted to street-legal vehicles.

Alternative D would increase the number of improved Forest system roads that allow mixed traffic within the Vast Backyard by 29 miles. There would be a reduction in the number of unimproved Forest system roads that allow mixed traffic. This would result in a net gain of approximately 20 miles more of improved and unimproved Forest system roads allowing mixed traffic. The proposals to add mixed traffic within the Vast Backyard are similar to the other action alternatives, but are limited to:

- Vernal RD Proposals: 2018, 2043, 2093, 2197
- Roosevelt-Duchesne RD Proposals: 3005, 3040, 4015

Alternative D contains no proposals to open up Forest system roads currently managed as Administratively Closed, in order to allow mixed traffic for public use. This is a contrast to all other action alternatives.

Alternative D would adopt the fewest proposals for additional ATV trails (motorized route open to vehicles 50 inches or less wide) that utilize existing routes and new construction occurring only within the Vast Backyard. Alternative D is limited to 4 proposals that total about 4 miles. They

include proposals 2144, 2274.2, 2425, and 2426. Refer to the section Effects Common to All Action Alternatives for details. Proposal 2144 is the only proposal that would require new construction under Alterative D.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. Table 3.1.19 compares system road and trail miles between the current condition (Alternative A) and the Alternative D.

Table 3.1.19—Road and Trail Miles in the Rugged Backcountry Recreation Niche Area

	ALT. A	ALT. D	DIFFERENCE
Administratively Closed Road	6	25	19
Street Legal Only Road	21	17	(4)*
Mixed Use Road	27	21	(6)*
Motorized Trail Open to all Vehicles	0	1	1
Motorized Trail less than 50”	29	9	(20)*
Non-motorized Trail	217	227	10
Change to ROS	None		

*( ) indicates a negative number

Alternative D would reduce the number of current system ATV trail miles by approximately 20 miles—mostly within the Vast Backyard and Rugged Backcountry Recreation Niches on the Vernal Range District. For example, approximately six miles of current motorized trails (FST 034/Prop 2038.3 and 2038.4 and FST 106/Prop 2038.1 and 2038.2) are proposed for non-motorized use near Galloway Spring due to multiple concerns as identified in Alternative B. Reducing motorized trail recreation opportunities could help reduce conflicts between users, but it may result in more conflicts with enforcement and compliance of the Travel Plan. Additionally, Alternative D would not adopt any unauthorized routes within the Rugged Backcountry for motorized use by vehicles over 50 inches wide.

Recreation Issue 2 (Dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing dispersed camping from 300 feet off of a designated route to 150 feet. This change in designation may affect the experience and/or reduce the availability of areas to camp. The discussion of the general impacts of this change has been addressed earlier in this chapter and is outlined in the description in earlier alternatives.

Alternative D attempts to provide a greater amount of nonmotorized recreation opportunities by providing fewer motorized use recreation opportunities. As such, this alternative takes a more conservative approach in designation of dispersed camping areas than the other alternatives. Typically, only those areas that are within 150 feet of a designated route would be incorporated, with some exceptions for areas that have specific high benefits and are deemed appropriate for adoption in all alternatives. Alternative D also utilizes a more conservative approach when considering routes in or near inventoried roadless areas. The alternative attempts to minimize motorized impacts within these areas, including motorized dispersed camping use.

Alternative D would have the least amount of designated routes. Therefore, this alternative would offer the fewest available dispersed camping opportunities. In contrast, there would be the greatest opportunities for non-motorized camping and remote camping experience.

Reducing motorized access for dispersed recreation may result in conflicts between forest users by decreasing the overall area available to disperse camp and increasing the density of people camping in the 150 foot area. This may result in a change or loss in the Forest experience that would be available if a more remote motorized dispersed camping experience were available. This alternative would exclude access to numerous historic dispersed camping locations that are located over 150 feet from designated routes.

Tables 3.1.20 - 3.1.22 below shows miles (length) and square miles (area) of potential dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as irregular terrain, heavy forest, steep slopes, wet areas and streams, as well as management tools such as fencing and road drainages would prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available dispersed camping areas, it is impossible to demonstrate the precise impact to dispersed camping for each alternative. However, the travel plan recognizes the potential for change to the visitor experience. Alternative D would have the greatest impact to existing motorized dispersed camping opportunities, as it would adopt the least amount of routes and dispersed camping opportunities within the Vernal travel area and Forest-wide.

All other action alternatives propose to adopt more routes that provide access to many of these dispersed camping areas. Alternative D is not as inclusive of dispersed camping access and imposes the most limitations upon dispersed camping opportunities by designating the fewest routes, most of which are within the hatched travel area to access dispersed camping areas beyond 150 feet.

Flaming Gorge Recreation Niche - Alternative D would designate 17 routes totaling 14 miles or which five miles is not currently authorized use.

Table:3.1.20 Acres of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area By District

	Alternative A (300 ft either side of route)	Alternative D (150 ft either side of route)
Flaming Gorge Ranger District	232 miles = 26 sq. miles	234 miles = 13 sq miles

Vast Backyard Recreation Niche - Alternative D proposes the fewest motorized trails open to all vehicles in order to accommodate access to dispersed camping areas and OHV routes. The impacts to the Vast Backyard niche would be the greatest of all niche areas, as this recreation niche specifically identifies dispersed motorized camping as an integral component. In addition, this area includes the Vernal hatched travel area, which has numerous existing legal undesignated routes where dispersed camping occurs. This alternative would incorporate the fewest of these routes.

Alternative D would specifically designate 71 routes totaling 13 miles which primarily access dispersed camping areas. Of these routes six totaling 1.5 miles are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.21 Acres of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area By District		
	Alternative A (300 ft either side of route)	Alternative D (150 ft either side of route)
Flaming Gorge Ranger District	63 miles = 7 sq miles	64 miles = 4 sq miles
Vernal Ranger District	363* miles = 41 sq miles	344 miles = 20 sq miles
Roosevelt/Duchesne Ranger District	450 miles = 51 sq miles	451 miles = 26 sq miles

* Includes 25 miles of undesignated routes within the hatched travel area in Alternative A

Rugged Backcountry Recreation Niche - Alternative D identifies the least available area for motorized dispersed camping. This creates the opportunity for more non-motorized dispersed camping and retains more acres of wilderness potential in undeveloped areas by restricting this activity.

Alternative D would specifically designate three routes totaling two miles which primarily access dispersed camping areas outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.22 Acres of Potential Dispersed Camping Areas in the Rugged Backcountry Recreation Niche Area By District		
	Alternative A (300 ft either side of route)	Alternative D (150 ft either side of route)
Flaming Gorge Ranger District	3 miles = 0.4 sq miles	3 miles = 0.2 sq miles
Vernal Ranger District	28 miles = 3 sq miles	25 miles = 1 sq mile
Roosevelt/Duchesne Ranger District	10 miles = 1 sq miles	4 miles = 0.2 sq miles

Recreation Issue 3 (Safety)- Alternative D has the fewest safety concerns because it has the fewest number of system road and trail miles open to motorized vehicles.

Alternatives D and E do not contain a dispersed camping open area proposal. Alternative D also proposes to remove motorized use from a handful of designated ATV trails (e.g. proposal 2150) that have been determined to be a safety hazard due to steepness, difficulty maneuvering over large obstacles, and the presence of elevated drop offs. As with the other action alternatives, this alternative would eliminate the hatched travel area by restricting travel to designated routes only. As a result, the Forest would be able to monitor and maintain routes in this area more closely and reduce hazards.

Recreation Issue 4 (Costs)— There would be an initial increased cost to the Forest roads and trails programs to implement Alternative D in order to reflect changes to system roads and trails, such as signing trails from motorized to non-motorized use. It is also likely that there would be additional costs to the Forest in order to effectively close and restrict use to non-system routes, and to install gates or barriers on administratively closed roads. Alternative D would have the lowest cost for new trail construction and would be limited to implementing proposal 2144 at an estimated cost of less than $10,000. However, an overall savings to the Forest would be expected because maintenance on roads open to Forest visitors would be reduced by about 10 miles and

maintenance of motorized trails would be reduced by approximately 43 miles. By reducing road and motorized trail densities, this alternative could also help increase the percentage of trails (greater than 9%) and roads (greater than 30%) maintained to standard each year.

Recreation Issue 5 (Enforcement) - Alternative D would likely be challenging to enforce and would require several barriers to discourage use and to close non-system routes. It accommodates a limited number of dispersed camping areas on the Forest, relative to what has historically been used, and incorporates fewer recreation opportunities for OHV's. Restricting dispersed camping off of system routes to 150 ft. would be easier to monitor during routine patrols, but may result in frequent noncompliance especially where dispersed camping is popular within the Vast Backyard and Flaming Gorge Recreation Niche Areas. Implementing additional seasonal restrictions and administrative closures will require monitoring to enforce, and it will help reduce the number of incidents involving resource damage. This alternative would require several barriers to discourage use and to close non-system routes.

Alternative E—Blend of Alternative C and D

Alternative E is a blend of Alternatives C and D, but is still quite different from Alternative B. For example, Alternative E shares the same limited opportunities for motorized dispersed camping as Alternative D. It would also incorporate more OHV opportunities on system roads and trails, such as motorized access to high elevation areas as in Alternative C, and by incorporating mitigation efforts for proposals that were not carried forward in Alternative B.

Recreation Issue 1 (Conflicts) - Table 3.1.23 compares system road and trail miles between the current condition (Alternative A) and Alternative E within the Flaming Gorge Recreation Niche.

Table 3.1.23—Road and Trail Miles in the Flaming Gorge Recreation Niche Area

	ALT. A	ALT. E	DIFFERENCE
Administratively Closed Road	14	22	8
Street Legal Only Road	131	120	(11)*
Mixed Use Road	185	209	24
Motorized Trail Open to all Vehicles	0	1	1
Motorized Trail less than 50"	4	11	7
Non-motorized Trail	33	30	(3)*
Change to ROS	None		

*( ) indicates a negative number

By blending Alternatives C and D together, Alternative E somewhat balances the mix of motorized and non-motorized recreation opportunities. For example, within the Flaming Gorge Recreation Niche, Alternative E proposes adding more miles of roads open to mixed traffic than the current condition, but balances it by retaining more roads restricted to street-legal vehicles, limiting the number of motorized trails open to all vehicles, and excluding any dispersed camping open areas. A majority of changes and new routes, within the Flaming Gorge Recreation Niche, are located on the Wyoming side of the NRA and are used to access the reservoir and associated dispersed camping. There are 58 proposals that incorporate 26 miles of unauthorized routes. It is unlikely that designation of these routes would create additional conflicts between users, because many of them are already being used by Forest visitors.

There are also proposals within the Flaming Gorge Recreation Niche Area to allow mixed traffic on several improved and unimproved Forest system roads that are currently restricted to street-legal vehicles only. Alternative E is limited to only six of these proposals and includes: 1004, 1154, 1155, 1258, 1262, and 1270. This alternative has only one proposal (Proposal 1089) to adopt a motorized trail, open to all vehicles that would access the reservoir for dispersed camping and water-based recreation opportunities.

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. Refer to Alternative B for a detailed description of the proposal and mitigation. The difference between the alternatives is that Alternatives D and E impose an administrative closure on FST 157 (Proposal 1255.2). Alternatives D and E aim to address the noise and traffic issues conveyed, by proposing to administratively close the system ATV trail (FST 157) in order to disconnect the loop between FSR 376 and 625 and reduce motorized vehicle traffic in the area.

Alternative E proposes to designate a small network of ATV trails near Red Canyon Lodge (Proposals 1248.1–1248.7). These proposals are similar to Alternative C with the exception that the routes would be seasonally closed from October 1 through June 30 in this alternative and Proposal 1248.2 is excluded in Alternative E, which would require new construction. A description of these proposals and their associated issues can be found under Alternative C.

The Vast Backyard contains the majority of proposed changes in Alternative E. Table 3.1.24 compares system road and trail miles between the current condition (Alternative A) and Alternative E.

Table 3.1.24—Comparison of road and trail miles in the Vast Backyard Recreation Niche Area

	ALT. A	ALT. E	DIFFERENCE
Administratively Closed Road	71	56	(15)*
Street Legal Only Road	221	184	(37)*
Mixed Use Road	761	836	75
Motorized Trail Open to all Vehicles	0	38	38
Motorized Trail less than 50”	110	103	(7)*
Non-motorized Trail	243	256	13
Change to ROS	Yes. Approximately 6,460 acres from semi-primitive non-motorized to semi-primitive motorized		

*( ) indicates a negative number

Alternative E increases mixed traffic on Forest system improved roads by about 37 miles and about 69 miles on Forest system unimproved roads throughout the Forest. These proposals to add mixed traffic within the Vast Backyard are the same as Alternative C.

Alternative E contains 63 proposals totaling about 25 miles of additional trails open to all vehicles by incorporating unauthorized routes to access existing dispersed camping areas and OHV routes within the Vast Backyard. Many of these proposals are also located within the hatched travel area on the Vernal Ranger District. No new conflicts between recreation user groups are expected since these proposals occur in historically utilized areas. However, proposal 4001 located on the South Unit of the Roosevelt Duchesne Ranger District would bisect an area

currently inventoried as semi-primitive non-motorized. If these this proposal was adopted, then it would change the ROS class inventory to an area two square miles wide and leave a fragment, too small to remain classified as semi-primitive non-motorized. Therefore, Proposal 4001 would actually result in a change to the ROS inventory from semi-primitive non-motorized to semi-primitive motorized to an area over 8.5 square miles (5,500 acres) wide.

Alternative E has eight proposals to open up and allow mixed traffic on nine miles of Forest system roads that are currently managed as Administratively Closed. These proposals are all located within the Vast Backyard and include:

- Flaming Gorge RD Proposals: 1007, 1187
- Vernal RD Proposals: 2061, 2085, 2153
- Roosevelt-Duchesne RD Proposals: 3011, 3025, 4004

Alternative E has 19 proposals totaling 21 miles to designate additional ATV system trails by utilizing existing unauthorized routes and new construction. Alternative E proposes to adopt the five proposals discussed in Alternatives B and C that would require new construction (Proposals 2130, 2144, 3013, 1017, and 1011).

Alternative E is similar to the Proposed Action within the Vast Backyard Recreation Niche. For example, it includes proposals to allow mixed traffic at Sols Canyon (Prop 1007), it designates motorized trails near Sheep Creek Lake (Prop 1017) and

Upper Basin (Prop. 3074.6), and incorporates other proposals discussed in detail under Alternative B.

Alternative E also has some noticeable differences from the Proposed Action such as allowing mixed traffic on a portion of Chepeta Road (FSR 110; Prop. 3016); opening up Marsh Bench (FSR 017) seasonally for public use by allowing street-legal vehicles (Prop. 2027); and Alternative E has fewer cherry-stems to access dispersed camping along motorized trails open to all vehicles. It is likely that having a more limited number of miles open to OHV's, as compared to the Proposed Action, would result in fewer conflicts on Forest system roads; and between motorized and non-motorized dispersed recreation participants.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. When compared to the Preferred Alternative, Alternative E retains similar proposals within the Rugged Backcountry, such as motorized trails near Blanchett Park (Proposal 2013) and southeast of Grandview Trailhead (Proposal 3043), and allowing seasonal mixed use on Dry Ridge (Proposal 3082) as previously described in Alternative B. Overall Alternative E would propose a slight increase in administrative closures and fewer motorized trails within the Rugged Backcountry—resulting in a reduced potential for conflicts between Forest visitors.

Table 3.1.25 compares the current condition (Alt A) and Alternative E within the Rugged Backcountry Recreation Niche.

Table 3.1.25-- Road and Trail Miles in Rugged Backcountry Recreation Niche Area			
	ALT. A	ALT. E	DIFFERENCE
Administratively Closed Road	6	8	2
Street Legal Only Road	21	19	-2
Mixed Use Road	27	33	6
Motorized Trail Open to all Vehicles	0	6	6
Motorized Trail less than 50”	29	22	-7
Non-motorized Trail	217	218	1
Change to ROS	Yes. Approximately 640 acres from semi-primitive non-motorized to semi-primitive motorized		

*( ) indicates a negative number

Approximately three miles of current motorized trail FST 106 (Prop. 2038.1 and 2038.2) near Galloway Spring are proposed for non-motorized use because of poor soil conditions that are not suitable for motorized travel, difficult terrain to maneuver vehicles, issues with noncompliance by ATV’s traveling beyond designated routes, and complaints from equestrians and hikers about conflicting trail uses. Proposals 2038.1 and 2038.2 would remove motorized vehicles from Forest system trail 106 at Cow Hollow and keep ATVs off the most concerning section of the trail where it is susceptible to erosion and safety concerns because of its steep incline. ATV use would still be allowed north of Cow Hollow.

Proposal 2208 is the only proposal located within the Rugged Backcountry under Alternative E that would adopt an unauthorized route for a motorized trail open to all vehicles.

Recreation Issue 2 (Dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing dispersed camping from 300 feet off of a designated route to 150 feet. This change in designation may affect the experience and/or reduce the availability of areas to camp. The discussion of the general impacts of this change has been addressed earlier in this chapter and is outlined in the description of earlier alternatives.

Alternative E attempts to minimize these impacts by closely examining those areas that are currently authorized under the previous travel plan and adopting those areas that are considered appropriate and would sustain such use. However, alternative E also attempts to blend the importance of preserving nonmotorized recreation opportunities and takes a more conservative approach in adopting routes for designation than in alternatives B or C. Special consideration has been made for incorporation of sites that are appropriately being used and are within the previous legal definition of 300 feet.

Tables 3.1.26 - 3.1.28 below shows miles (length) and square miles (area) of potential dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as irregular terrain, heavy forest, step slopes, wet areas and streams, as well as management tools such as fencing and road drainages would prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available dispersed camping areas, it is impossible to demonstrate the precise impact to dispersed camping for each alternative. However, the travel plan recognizes the potential for change to the visitor experience. Alternative C attempts to minimize these impacts by closely examining those areas that currently authorized under the previous travel plan and adopting those areas that are considered appropriate.

Flaming Gorge Recreation Niche - Alternative E proposes adding more miles of roads open to mixed traffic than the current condition, but balances it by retaining more roads restricted to street-legal vehicles, limiting the number of motorized trails open to all vehicles, and excluding any dispersed camping open areas. Alternative E offers a variety of dispersed camping opportunities including those that access ATV trails and those that offer a quieter experience away from ATVs.

Alternative E would specifically designate 46 routes totaling 21 miles which primarily access dispersed camping areas.

Table:3.1.26 Acres of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area

	Alternative A (300 ft either side of route)	Alternative E (150 ft either side of route)
Flaming Gorge Ranger District	232 miles = 26 sq. miles	250 miles = 14 sq miles

Vast Backyard Recreation Niche - Alternative E offers a variety of dispersed camping opportunities including those that access ATV trails and those that offer a quieter experience away from ATVs.

Alternative E would specifically designates 186 routes totaling 68 miles which primarily access dispersed camping areas. Of these, 84 routes totaling 46 miles are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.27 Acres of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area By District

	Alternative A (300 ft either side of route)	Alternative E (150 ft either side of route)
Flaming Gorge Ranger District	63 miles = 7 sq miles	71 miles = 4 sq miles
Vernal Ranger District*	363 miles = 41 sq miles	372 miles = 21 sq miles
Roosevelt/Duchesne Ranger District	450 miles = 51 sq miles	467 miles = 27 sq miles

* Includes 25 miles of undesignated routes within the hatched travel area in Alternative A

Rugged Backcountry Recreation Niche - Alternative E offers a variety of dispersed camping opportunities including those that access ATV trails and those that offer a quieter experience away from ATVs.

Alternative E would specifically designate nine routes totaling nine miles which primarily access dispersed camping areas. Of these routes seven totaling seven miles are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.28 Acres of Potential Dispersed Camping Areas in the Rugged Backcountry Recreation Niche Area by District

	Alternative A (300 ft either side of route)	Alternative E (150 ft either side of route)
Flaming Gorge Ranger District	3 miles = 0.4 sq miles	4 miles = 0.2 sq miles
Vernal Ranger District	28 miles = 3 sq miles	32 miles = 2 sq miles
Roosevelt/Duchesne Ranger District (North Unit)	10 miles = 1 sq miles	10 miles = 0.5 sq miles

Recreation Issue 3 (Safety)— Overall, Alternative E does not cause any new safety concerns. It poses fewer concerns that Alternatives B and C because there are no proposals for a dispersed camping open area.

Recreation Issue 3 (Costs)— Overall, Alternative E would likely increase maintenance costs for the roads and trails programs on the Forest, but would be less expensive to implement than Alternatives B or C because it proposes fewer miles of roads open to mixed traffic and fewer miles of motorized trails open to all vehicles. There is a general reduction in roads open to street-legal vehicles, but the miles associated with them were picked up by roads allowing mixed traffic. There is about a 39 mile increase in motorized trails that would increase maintenance costs for the trails program. However, since most proposals are located within both the Flaming Gorge and Vast Backyard Recreation Niche Areas, it seems that the majority of system roads and trails would be more easily accessible for maintenance.

Alternative E increases system roads open to Forest visitors by about 45 miles and motorized trails by about 39 miles—creating over $90,000 in additional costs to maintain Forest system roads and trails. This cost is lower than Alternatives B and C. Increasing the number of trail miles on the Forest may also decrease the overall percentage (less than 9%) of trails maintained to standard each year. The same scenario is likely for Forest system roads and could result in less than 30% of Forest system roads maintained to standard each year. It is also likely that there would be additional costs to the Forest in order to effectively close and restrict use to non-system routes, and to install gates or barriers on administratively closed roads.

Recreation Issue 4 (Enforcement)— Similar to Alternative D, Alternative E would be slightly more challenging to enforce than Alternatives B or C because it accommodates a limited number of dispersed camping areas on the Forest, relative to historical use, and incorporates fewer recreation opportunities for OHV's. Restricting travel off of system routes to 150 ft. would be easier to monitor during routine patrols, but may result in frequent noncompliance especially within the Vast Backyard Recreation Niche where dispersed camping is popular.

Alternative E eliminates the hatched travel area on the Vernal Ranger District and restricts all motorized travel to designated roads and trails only. This management approach is clearer and avoids confusion for everyone by indicating that a route is closed unless signed open, and is easier to enforce. Implementing additional seasonal restrictions and administrative closures will require monitoring to enforce, but it will also help reduce the number of incidents involving resource damage. This alternative would require several barriers to discourage use and to close non-system routes.

3.1.9 Cumulative Effects

The following actions were considered in the cumulative effects analysis for the recreation resource:

- Past and future road construction and management: The road system that is designated will continue to offer multiple recreation opportunities. The closure of the hatched travel area may increase use on remaining system roads.
- Past trail construction and management: The trail system designated will continue to offer multiple recreation opportunities. The closure of the hatched travel area may increase use on remaining system trails designated for motorized use.
- Past and future timber sales: Timber sales require access roads and skid trails to harvest trees.
- Past and future range developments: Grazing and range management activities require travel to access livestock, and improvements such as fences and guzzlers.
- Wildland fires: Preventing and fighting wildland fires requires access to variable locations and creating fuel breaks to reduce the potential for fires to spread.
- Special Use Permits and Right of Ways: Rights of ways for utilities such as power lines and gas lines, and other permitted activities such as irrigation canals often create sparsely vegetated corridors and access routes.
- Program budgets: Program budgets tend to fluctuate, so the percent of Forest system roads and trails maintained to standard will continue to fluctuate
- Past management actions: Cross-country motorized travel by wheeled vehicles was allowed in areas on the Forest as recent as ten years ago.

Recreation Issues: Conflicts, Safety, Costs, Enforcement

Recreation is a complex resource to manage. It involves people, capacities, experiences, expectations, infrastructure and several other facets that are difficult to measure and quantify. The Forest has tools such as the Forest Plan, the ROS inventory, and Facility Master Plan and Recreation Niche giving local direction to manage recreation on the Ashley National Forest. Even with these tools conflicts between recreation uses will exist.

The history of a majority of system roads and trails on the Forest were for utilitarian purposes, to access sites such as timber sales, grazing developments, dams, and headgates. The consideration of recreation as a resource came much later. As the travel network became increasingly used for recreation in combination with their original purpose, conflicts developed.

Past timber sales are a direct cause for many of the unauthorized routes found on the Forest. Timber sales require access roads and skid trails to run an efficient harvest. Many of the past timber sales used minimal efforts, such as a berm or ditch, to close these corridors. When combined with past management practices such as allowing cross-country motorized travel or the hatched travel area, these corridors became commonly used by motorized vehicles. This resulted in conflicts with other users such as hunters who were not accustomed to seeing motorized vehicles in the area. It also creates enforcement issues because the volume of routes makes it unlikely to witness and correct the unauthorized use. Future timber sales will need to do a better job of closing, obliterating, and masking these corridors, so that they do not exacerbate unauthorized use, recreation conflicts, and enforcement issues.

Range management and livestock grazing require extensive travel throughout the Forest. What once was a job spending multiple days on foot or on a horse transitioned into working more efficiently by getting the same work done in a fraction of the time with a truck or OHV. As a result, two track routes became established throughout the Forest paralleling fences or accessing

range developments. When combined with past management practices such as allowing cross-country motorized travel or the hatched travel area, these corridors became commonly used by motorized vehicles. This resulted in conflicts with other users who were not accustomed to seeing motorized vehicles in the area. Although administrative use by the permit holder will continue to be allowed managing future range allotments will require more work to educate forest visitors about “permitted” activities on the Forest, clear signing to mark system routes and permissible uses, and consideration in using less impacting modes of travel, such as more frequent use of horses when possible. Otherwise unauthorized use, recreation conflicts, and enforcement issues will continue and possibly worsen.

Preventing and fighting wildland fires requires access to variable locations and creating fuel breaks to reduce the potential spread of fires. These actions require removing vegetation in order to remove fuel sources or to disrupt the fuel ladder. What remains is often a corridor or an area with sparse vegetation that is an attractive route for motorized travel. When combined with past management practices such as allowing cross-country motorized travel or the hatched travel area, these corridors also became commonly used by motorized vehicles; and resulted in conflicts with other users who were not accustomed to seeing motorized vehicles in the area. Future actions to manage wildland fires will require more frequent use of signs and barriers to discourage unauthorized use by motorized vehicles in these areas. The travel plan restricts motorized travel on these routes because they would not be designated as forest roads or trails. Otherwise, unauthorized use, recreation conflicts, and enforcement issues will continue and possibly worsen.

Rights of ways (ROWs) for utilities such as power lines and gas lines, and other permitted activities such as irrigation canals often create sparsely vegetated corridors and access routes that are used for motorized travel by Forest visitors. When combined with past management practices such as allowing cross-country motorized travel or the hatched travel area, these corridors became commonly used by motorized vehicles; and resulted in conflicts with other users who were not accustomed to seeing motorized vehicles in the area. Future actions to manage permitted activities and ROWs will require more frequent use of signs and barriers to discourage unauthorized use by motorized vehicles in these areas. The travel plan restricts motorized travel on these routes because they would not be designated as forest roads or trails. Otherwise, unauthorized use, recreation conflicts, and enforcement issues will continue and possibly worsen.

Flat or decreasing budgets will be a constant variable that leads to conflicts, safety issues, and enforcement issues on the ground. Shrinking budgets may result in a maintenance backlog for Forest system roads and trails and could lead to further disrepair. Consequently, the number of hazards on Forest system roads and trails would increase—affecting the safety of Forest visitors. A lack of funds would affect not just the availability of maintenance staff, but would affect the availability of staff to enforce the Travel Plan, educate Forest visitors, monitor system routes, and close non-system routes. The proliferation of non-system routes will be a constant safety and enforcement issue if not properly managed.

The Forest will need to continually assess its system road and trail network. As direct by the Travel Plan, roads that cease to serve a purpose should be closed; and trails deemed to pose a health and safety risk to Forest visitors or that are difficult to locate because they are rarely used and maintained should be closed. The Forest Travel Plan would only restrict motorized access by Forest visitors to system roads and trails. Otherwise, visitors are allowed non-motorized access to just about anywhere on the Forest.

3.2 SOIL AND WATER RESOURCES

3.2.1 Scope of the Analysis

The analysis area for soils and water encompasses the entire Forest with the exception of The High Uinta Wilderness Area because, as wilderness, it is not open to motorized travel. For organizational purposes the soil and water analyses report is divided by district; the Flaming Gorge Ranger District which includes the NRA, and the Sheep Creek Geological Area, the Roosevelt Duchesne District which is broken in to two areas of analysis; the upper portion connected to the Wilderness and the Vernal District, and the South Unit, located on the Tavaputs Plateau and the Vernal Ranger District. A map of the watershed analysis area is included in the project record. Where necessary, watersheds were used within the district to determine specific hydrological analysis.

GIS and field verification were used to analyze the following information.

3.2.2 Issues and Indicators

Soils and Water Issue 1: Open areas, such as alpine and meadows, which are close to or traversed by motorized vehicles are susceptible to off route use because of their openness. This can lead to resource damage, vegetation damage and spread of noxious weeds.

Indicators:

- Miles of motorized route traversing through meadow, alpine, and other open areas.

Soil and Water Issue 2: The type, extent, and location of travel routes on the forest have the potential to adversely affect water resources by contributing to accelerated soil erosion and increased sediment delivery to lakes and streams (Grace III, 2002, Satterlund and Adams, 1992). Wetlands and riparian areas are particularly vulnerable to rutting and damage from motorized traffic. Their proximity to water further increases the likelihood of accelerated stream sedimentation, bank instability, and channel headcutting from travel route related damage. Human use is often concentrated in and near these areas where terrain and gradient often provide the easiest relative access. Water quality can in turn be adversely affected by these point and non-point sources of pollution.

While these effects can occur with both motorized and non-motorized roads and trails (depending on surface type, slope, alignment, and proximity to streams) generally the majority of sediment production occurs from unpaved motorized roads and OHV trails (Grace III, 2002, Walsh, 2008).

Indicators:

- Miles of unpaved motorized route within 300’ of perennial streams and lakes greater than 1 acre.
- Miles of unpaved motorized route crossing mapped meadow and riparian habitat.
- Miles of unpaved motorized route encroaching on perennial streams.
- Number of crossings of perennial streams by unpaved motorized routes.
- Miles of unpaved motorized route within source protection zones 1-3 of municipal watersheds
- Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds.

3.2.3 Forest Plan Direction

The Forest Plan goals, objectives, and standards and guidelines define the direction of the forest-wide management, specify management activities, and describe conditions to be maintained or achieved

through management activities (Forest Plan, p. IV-1). The following are the Forest Plan goals, objectives, and standards and guidelines that apply to the soils and water resources throughout the forest.

Goals:

Soil, Water, and Air

Improve and conserve the basic soil and water resources (Forest Plan, p.IV-37)

Riparian

Protect and enhance the unique and valuable characteristics of riparian areas (Forest Plan, p. IV-45).

Objectives:

Soil, Water, and Air

Maintain or improve soil stability, site productivity, and repair or stabilize damaged watersheds (Forest Plan, p. IV-39).

Riparian

Maintain or improve riparian areas and riparian dependent resource values including wildlife, fish, vegetation, watershed, and recreation in a stable or upward trend. Manage for species diversity (Forest Plan, p. IV-45).

Standards and Guidelines:

Soil, Water, and Air

- Provide soil and water guidance to other resource activities (Forest Plan, p. IV-39).
- Rehabilitate disturbed areas based on aquatic and riparian ecosystems.
- Riparian areas outside of aquatic ecosystems and riparian ecosystems (Forest Plan p. IV-41).

Riparian

- Maintain natural complexity and high relative productivity of riparian areas (Forest Plan, p. IV-45).
- Maintain capability of riparian areas to act as an effective sediment buffering zone in relation to upslope activities (Forest Plan, p. IV-45).
- Riparian area dependent resources will be given preferential consideration in cases of irresolvable conflicts (Forest Plan, p. IV-45).
- Restrict facilities and ground disturbing activities to areas outside riparian areas unless alternative routes have been reviewed and rejected as being more environmentally damaging (Forest Plan, p. IV-45).
- Riparian areas will be given a high priority for rehabilitation in range improvement, fish and wildlife improvement, watershed restoration, road maintenance, and KV programs (Forest Plan, IV-46).

3.2.4 Affected Environment

Soils

Soil productivity is “the inherent capacity of a soil under management to support the growth of specified plans, plant communities, or a sequence of plant communities” (R4 Supplement FSH 2509.18). Roads are a total soil resource commitment, which means that there is diminished soil

productivity in the area the road courses (Elliot, et al, 1999). Roads remove organic matter, alter soil properties, change the microclimate and accelerate erosion. Roads can concentrate, divert and intercept water flow from rainfall and subsurface flows affecting the hydrologic function of an area (Gucinski, et al, 2000) (Ouren, et al, 2007). Motorized vehicles can damage soils directly from impact from surface traffic and indirectly by hydrologic modifications, soil transport, and deposition. Direct mechanical impact has several components - abrasion, compaction, shearing, and deposition that can affect the soil resource (Meyer 2002).

Puddling, compaction and displacement are all conditions associated with detrimental soil disturbance according to the Region 4 supplement to FSH 2509.18. Detrimental soil disturbance is the alteration of natural soil characteristics that results in immediate or prolonged loss of soil productivity and soil-hydrologic conditions. Puddling indicates soil impermeability, indicated by water sitting above the soil, in roads this is usually where ruts are observed. Compaction is decrease in pore space between the soil particles, generally this impacts sands less than soils with silt and clay content (Meyer, 2002) compaction takes place when vehicles pass over soils. Soil displacement is removal of soil either mechanically or by erosion. This is important, not so much for the existing routes, although it can indicate poor route placement, but unauthorized routes which have a tendency to not be engineered and therefore more prone to be blazed where soil conditions can be degraded and hydrologic function compromised as in trail braiding (Meyer, 2002).

Unauthorized and undesignated routes are a resource concern to soils as these routes were not designated or designed, and generally do not receive maintenance. Erosion, sedimentation, riparian, water quality, meadows, alpine, and other open areas were resource concerns not addressed at the time these routes were created.

Water quality and soil productivity on the Forest have been directly impacted by the type, extent, and location of designated roads, motorized trails, and existing, undesignated route vehicle use. These impacts have affected the existing condition of all districts to varying degrees.

Non-motorized Trails, Unauthorized Roads, Closed NFS Roads, and Unauthorized Motorized Vehicle Use

The following effects discussions are common to non-motorized trails, unauthorized roads, closed NFS roads, and unauthorized motor vehicle use in all districts.

Non-motorized trails: Maintenance is conducted on approximately 25-30 percent of the Forest trails annually. However, the potential for erosion exists on all trails. Sediment delivery is greatest where the trails are located in areas where they are in close proximity to or intersect streams and on steep slopes.

Unauthorized roads: Unauthorized roads may or may not be open or drivable. Access may be physically blocked by down or live trees. These roads receive no maintenance, so most have drainage and erosion problems. Drainage structures such as ditches, cross-drains, waterbars, or dips may have never been constructed or are no longer functioning. Failures at stream crossings are common, resulting in erosion and sediment delivery.

Closed NFS (Level 1 maintenance) roads: These roads are designated NFS roads that have been closed to public access, but are open to administrative use. The majority of these roads are associated with past timber sales and some still need to be physically closed and stabilized to keep them from contributing sediment to adjacent streams.

Unauthorized motor vehicle use: Unauthorized motorized use would continue to be a problem that adversely affects soil productivity and water quality. The major problems occur on unauthorized roads, Level 1 roads posted but not physically closed or ineffectively closed, and in open areas such as meadows and alpine that are adjacent to roads and motorized trails.

Water Quality

It is Forest Service policy to ensure safe drinking water subject to public use on National Forests, whether the source is a natural or developed water supply (FSH 2532.02, 2); to design all management activities of other resources to minimize short-term impacts on the soil and water resources and to maintain or enhance long-term productivity, water quantity, and water quality (FSH 2503.2); and to identify the water quality implications of proposed and alternative land management practices (FSH 2532.03, 4). As such, an assessment of current water quality conditions is included.

The State of Wyoming beneficial uses for water quality that apply to the Wyoming waters on the Forest continue to be: (2AB) protected for coldwater fisheries (Wyoming DEQ, 2007). Water Quality of streams and lakes on the Forest continue to meet all state of Wyoming designated beneficial uses. No stream or water body is listed as impaired in the current 303(d) CWA listing (Wyoming DEQ, 2006). No Total Maximum Daily Load (TMDL) analyses are being conducted or planned in the near future for waters within Wyoming portions of the Forest.

The State of Utah beneficial uses for water quality that apply to the waters within the Utah portion of the Forest are: (1C) domestic use with prior treatment, (2B) secondary-water contact water sports (excluding swimming), (3A) cold water aquatic life, (3B) warm water aquatic life and (4) for agricultural uses including irrigation of crops and stock watering. By cooperative agreement water chemistry samples collected by Forest Service and State of Utah Division of Water Quality personnel are analyzed and compared to the standards set for these categories in determining whether State standards are met. (Rule R317-2 Standards of Quality for waters of the State of Utah, Div. of Water Quality).

303(d) and 305(b) Listed Waters:

Table 3.2.1 show the watersheds on the Forest that are listed by the State of Utah as impaired and either requiring a Total Maximum Daily Load plan (TMDL), 303(d) listing 5A, or having had a Total Maximum Daily Load plan completed and approved by the EPA, 305(b) listing 4A, (Utah DEQ,2006).

Table 3.2.1 Watersheds on the Forest Listed as Impaired			
Stream/Watershed (hydrologic unit code)	Unmet Beneficial Use Class	Parameter	TMDL completed
Antelope Creek (1406000305)	4	TDS	Yes
Dry Gulch Creek (1406000309, 1406000310)	4	Salinity/TDS/Chlorides	Yes
Deep Creek (1406000313)	4	Salinity/TDS/Chlorides	Yes
Indian Canyon Creek (1406000407)	4	Total Dissolved Solids(TDS)	Yes
Pariette Draw Creek (1406000501)	3B, 4	Selenium, Boron, TDS	No

The **Antelope Creek Watershed**, to which Sowers Creek is also a tributary, is in the state of Utah's 303(d) listing as impaired for total dissolved solids (TDS). The state of Utah has recently posted the draft of its Total Maximum Daily Load Plan for reducing TDS in the Duchesne River drainage (including the Antelope Creek watersheds). A TMDL is an analysis prescribed by the Clean Water Act for watersheds designated as impaired. The analysis is used to determine the sources of impairment to a watershed and develop a strategy for improving water quality to retain beneficial use status. This document cites natural geology, cut banks, and oil and gas development present below the forest boundary as the major contributing sources to total dissolved solids in Sowers Creek (State of Utah TMDL, 2005).

The **Dry Gulch Creek** and **Deep Creek watersheds** are in the state of Utah's 305(b) listing as impaired for salinity, total dissolved solids, and chlorides. The document cites irrigation return flows in the lower portion of the watersheds as the major contributing source of TDS and chloride readings, where irrigated agricultural land and rangeland are the dominant land uses and the geology is more saline. The document refers to the upper (Forest Service managed) portions of the watershed as not contributing to impairments downstream. "Although data are limited in the middle and upper portions of the watershed, lower TDS concentrations occur in those portions of the watershed where forest is the primary land use and the geology consists of less-saline parent material and surface substrate." (State of Utah TMDL, 2002)

Indian Canyon Creek is also in the 303(d) listing for impairment in total dissolved solids. The state of Utah has recently posted the draft of its Total Maximum Daily Load Plan for reducing total dissolved solids in the Duchesne River drainage (including the Antelope Creek watersheds). This document cites natural geology, and livestock practices below the forest boundary as the major contributing sources to total dissolved solids (State of Utah TMDL, 2005).

The uppermost portions of **Pariette Draw Creek watershed** lie on Forest Service lands of the Duchesne District (South Unit). Perennial channels in the watershed are downstream of the forest boundary, springs and ephemeral beds are the only channels on Forest Service administered portions of the watershed. The watershed is in the state of Utah's 303(d) listing as impaired for selenium, boron, and total dissolved solids. A TMDL plan for the watershed has yet to be written or approved.

Brownie Lake on the Flaming Gorge District is the only lake on the forest listed as impaired by the State of Utah Division of Water Quality. Impairment for this small reservoir is for dissolved oxygen and phosphorus. A TMDL study was completed in 2003. The study determined that the major source of low dissolved oxygen readings in the hypolimnion of the lake is by internal loading from phosphorus bound to sediments carried to the lake after the Weyman wildfire of 1985 (UDWQ 2003). According to the TMDL study reduction in these impairments will be attained with current Forest Service management practices in place. Over time the nutrient-rich sediments present in the lake bottom will be covered by more recent sediments that do not have the high nutrient content associated with those sediments eroded from the Weyman fire.

Municipal Watersheds:

Flaming Gorge District

The town of Dutch John, UT draws its municipal water supply directly from the Flaming Gorge Reservoir. The source protection plan written by the municipality and registered with the Utah State Division of Drinking Water designates source protection zones and assesses potential contamination sources for the Dutch John Municipal watershed. This source protection plan only identifies State Roads 44 and 191 as potential contamination sources from accidental spills, herbicides, and de-icing salts. However, it is also noted that “the Flaming Gorge Reservoir has a low susceptibility to contamination from the state roads.”

Portions of the Flaming Gorge District near Sols Canyon and the Sheep Creek Drainage serve as municipal watersheds for a secondary water supply for the town of Manila, Utah. The town’s primary source of municipal water is a series of wells below the forest boundary. No source protection plan is currently published.

Vernal District

The City of Vernal’s Municipal Watershed is located in portions of the Ashley and Dry Fork and Brush Creek drainages. The Municipality’s source protection plan (Utah Dept. of Environmental Quality, Drinking Water Division; May, 2002) identifies susceptibility to source contamination for this municipal watershed as low, due to the karst geology, the remoteness of the setting and a lack of development, active mining, or permanent residential areas within source protection zones of the watersheds.

The **Red Fleet Municipal Watershed** serves as an alternate public drinking water source for Vernal and other communities in the Ashley Valley. The source protection plan for the municipal watershed identifies sewage and wastewater from Red Fleet State Park, accidental spills from US Hwy 191, and underground storage tanks, sediments, and phosphates from a phosphate mine below the forest boundary as potential contamination sources. However, it is also noted that “the natural setting and remoteness of the watershed decreases the likelihood of contamination” (Drinking Water Source Protection Plan, 2002).

Red Fleet Reservoir, a water body within source protection zone 1 of the drinking water source is currently listed by the State of Utah as impaired for low dissolved oxygen readings. In compliance with the Clean Water Act, the State of Utah is drafting a TMDL study is being drafted to assess the sources of the impairment as well as a plan to restore the water quality of the reservoir.

The **Whiterocks-Tridell Municipal Watershed** is located in the Whiterocks River portion of the Vernal Ranger District. The Whiterocks-Tridell source protection plan identifies Whiterocks Campground, Tribal Lands, and abandoned mines as potential contamination sources to the water supply. The plan lists the Whiterocks River as having a low susceptibility to contamination from Whiterocks Campground, the only contamination source listed under the jurisdiction of the Forest.

Roosevelt-Duchesne District

Portions of the City of Duchesne's Municipal Watershed lie in the Duchesne River, Timber Canyon and Avintaquin Drainages of the Forest. A number of municipal groundwater sources exist on the Roosevelt-Duchesne District. These sources include Stockmore wells north of the town of Hannah and Cow Canyon Springs serving the town of Altamont.

No municipal watersheds exist on the Wyoming portions of the Forest.

3.2.5 Environmental Consequences

Introduction

The following is a discussion of the seven Soil and Water indicators (SWIs) and how they are used to evaluate the differences between alternatives on the soil and water resources. Effects were determined to be an improvement, no change, or degradation to soil productivity. The extent of the effects is relative to each other.

The following effects analysis compares each of the proposed Alternatives (B-E) with the "No Action Alternative"(A). The numeric measures were created as a result of water resource related issues identified during the scoping process. Analysis was made based on scientific literature regarding travel route effects to water resources, field visits to selected sites, and the data available in the forest's GIS database.

3.2.6 Direct and Indirect Effects

While information in the database may not be fully accurate regarding the exact location and alignment for some of the proposed routes as well as the presence of smaller perennial seeps and riparian areas; these mapping limitations were analyzed/applied equally for all alternatives. With large-scale forest-wide applications such as travel plan analysis, the information gathered remains an effective tool for comparing alternatives. As previously mentioned, detrimental effects to water resources can occur from both motorized and non-motorized roads and trails (depending on surface type, slope, alignment, and proximity to wetlands and streams) however research indicates the significant majority of sediment production and its associated effects to water quality comes from unpaved motorized roads and OHV trails (Grace III, 2002, Walsh, 2008).

Direct and Indirect Effects Common to all Alternatives:

Point and non-point related watershed effects will continue to occur along motorized and non-motorized travel routes throughout the forest. Effects include loss of vegetative cover, soil compaction, erosion, and sediment delivery to streams. The degree of such effects will vary based on a variety of factors including: route construction and surfacing, the type, season, and amount of use, the level of maintenance a route receives, its slope and proximity to water, the route density within a watershed, as well as the number and type of stream crossings within a watershed. Adherence to best management practices standards and guidelines regarding road and trail maintenance and construction would reduce the degree of these effects.

Continued motorized use of closed routes, undesignated routes and the further creation of unauthorized routes may occur under all alternatives with potentially adverse effects to soil productivity and water resources. The majority of the unauthorized routes were created without engineering standards or best management practices as to their placement or construction, nor have these routes received maintenance. Effects to soil and water resources from such routes can be more acute than those associated with maintained system routes. Currently estimated at over 1400 miles, the number of undesignated and unauthorized routes on the forest, and how they will be addressed,

poses a potentially greater effect to soil and water resources than which of the proposed alternatives is chosen. Over time with public education, continued enforcement, and signing of authorized routes, it is hoped the occurrence and effects from illegal motorized use will be greatly reduced.

Soil and Water Issue 1 (Soil degradation) Motorized travel (including access to dispersed camping) in areas of sensitive soils such as meadows and alpine may loss of soil productivity and result in detrimental disturbance to soil resources.

The direct detrimental effect of roads to soil resources in open areas, such as alpine, wet and dry meadows, and the Limestone Plateau Association, is unauthorized off-route vehicle use. Indirect effects occur once the number of passes on a newly created route is enough to increases compaction, and alter soil properties. This varies with soil texture and moisture, with wetter, finer soils being more susceptible to degradation (Mayer, 2002).

Alpine

Alpine areas were chosen for this analysis because they are sensitive to disturbance, once vegetation and soil crusts have been removed they are slow to recover and prone to wind and water erosion. Alpine environments are high in elevation, and because of this have short growing seasons. The vegetation tends to be low to the ground, and even where shrubs exist they tend to be dwarfed compared to lower elevations. Alpine areas on the northern portion of the Roosevelt – Duchesne Ranger District (D34) of the Ashley NF are easy to access via motorized travel because of their openness and have evidence of unauthorized use. On the eastern portion of the forest there are no motorized routes in alpine areas although there is visual evidence that unauthorized motorized access is occurring (Draft Ecosystem Report, internal Ashley NF document).

Unauthorized use is already taking place in these areas which are difficult if not impossible to protect with barriers. The more miles of motorized routes there are, the more opportunities there are for unauthorized use. Currently there is approximately eight miles of designated motorized routes (Alternative A) in the alpine. Alternatives B would increase the miles of designated route to 12 miles, followed by C and E at approximately 14 miles. Alternative D retains approximately eight miles of routes however a greater number of these routes are administratively closed and would not be available for motorized travel. All the proposed routes currently exist as system routes or unauthorized routes and designation of the routes would not change the current condition of the soil resources. However, as stated earlier it is the unauthorized cross-country motorized use coming from these designated routes that causes damage to the fragile alpine environment. The more miles of designated routes accessible to motor vehicles the greater the likely-hood of unauthorized route uses. Much of the off-road use occurs during hunting season and so seasonal restrictions have been placed on many of the routes from October 1 through June1. Even with the seasonal closures the risk of unauthorized cross-county travel remains the highest in Alternatives B, C, and E and may lead to further degradation of soil resources. Because Alternative D administratively closes approximately three additional miles of road than is currently closed it is likely this Alternative would be an improvement to soil resources.

Meadows and Riparian Corridors

Wet and dry meadows are being analyzed because they are open areas that, like alpine, receive unauthorized use when motorized access is close by. Wet meadows in particular are prone to compaction because of the high water table and as a result the hydrologic function of the meadow can be affected. With all the Action Alternatives dispersed camping will be restricted to 150 feet from designated routes, 150 feet from riparian corridors, and crossing a wet meadow or riparian area to access a dispersed camping area would be prohibited. Currently dispersed camping may occur up to 300 feet from designated routes, forest wide and existing, undesignated routes within the hatched

travel area in the Vernal Ranger District. Dispersed camping in riparian areas or crossing meadows is only restricted if resource damage is occurring.

Flaming Gorge Ranger District has approximately 4,886 acres of meadow and riparian areas through which 13 miles of motorized routes pass. All action alternatives would change the current mileage of routes less than one mile. However Alternatives B, C, and E proposed different amounts of new trail construction which could potentially affect stream corridors and/or wet meadows.

Alternative B proposes approximately one mile of new trail construction in proposal 1011. This proposal would provide an alternative route to ATVs which would reduce mixed traffic on the Hickerson Park road, a well groomed and high speed dirt road that goes from the Sheep Creek loop to Spirit Lake. Proposal 1017 would require new construction by routing traffic over Sheep Creek Lake dam to avoid a wet meadow area. Proposal 1011 the east end of the Hickerson Park road by pass route would cross three perennial streams with wet meadow /riparian complexes associated with each. Choice of route would have to avoid wet soils where possible, at least two of the crossings would require culverts or bridges. Cap and gravel may be necessary in portions of wet meadow that could not be avoided. Regardless of the mitigation new construction would result in a loss to soil productivity and degradation to soil resources.

Alternatives C and E propose the same as above as well as proposal 1248 which would create a route linking Red Canyon Lodge with Flaming Gorge Lodge area for ATV's. To achieve this, two miles or more of route would have to be constructed, including possible construction across wet meadow and streams. Depending on where this route would be located, mitigations would be necessary in areas of wetlands, steep slopes, and streams. Again regardless of the mitigation, new construction would result in a loss to soil productivity and degradation to soil resources.

Alternatives B, C and E would determinately disturb soil resources, and reduce soil productivity with the construction of new motorized trail across wet meadows and stream corridors.

Although there is no significant difference in the change of route miles through meadows or riparian corridors between Alternative A and D the reduction of dispersed camping from 300 feet off designated routes to 150 feet coupled with more restrictive guidelines would be expect to result in an overall improvement to soil resources with implementation of Alternative D.

Vernal Ranger District has approximately 9,329 acres of meadow and riparian corridors through which 40 miles of motorized routes pass (including existing, unauthorized routes in the hatched travel area). Alternatives C and E would reduce the miles of routes passing through meadow and riparian corridors to 33 miles, Alternative B 32 miles, and Alternative D 30 miles. Detrimental disturbance should be reduced with implementation of Alternatives B, C, D, and E due to the removal of the open travel area in which existing, undesignated routes are open to motor vehicle use. Detrimental disturbance would continue to occur along designated roads and motorized trails due to permitted limited access for parking and dispersed camping in those areas. However with dispersed camping reduced from 300 feet off designated routes to 150 feet the amount of disturbance would be expected to be less with an overall improvement to soil resources with implementation of the action alternatives. With proper education and enforcement, unauthorized detrimental disturbance should be reduced as only designated routes will be open for travel.

Roosevelt/Duchesne Ranger District (North Unit) has 1,568 acres of meadow and riparian corridors through which pass approximately 4 miles of motorized route, of which almost 0.5 miles is paved. No significant difference exists between the Alternatives at this scale of analysis, and little or no change to the soil resources is expected from the action alternatives. However, with dispersed camping reduced from 300 feet off designated routes to 150 feet the amount of disturbance would be expected to be less with an overall improvement to soil resources with implementation of the action alternatives.

Roosevelt/Duchesne Ranger District (South Unit) has approximately 406 acres of mostly riparian corridors. Alternative A has the highest mileage of routes (approximately one mile). The Action Alternatives vary by approximately 0.2 miles. No significant difference exists between the Alternatives at this scale of analysis and little or no change to the soil resources is expected from the action alternatives. However, with dispersed camping reduced from 300 feet off designated routes to 150 feet the amount of disturbance would be expected to be less with an overall improvement to soil resources with implementation of the action alternatives.

Limestone Plateau Association

The Limestone Plateau Association was included in this analysis as this LTA is a wide open area with few trees to inhibit unauthorized travel. There is a concern because unauthorized use has increased in this area producing resource damage. Because some areas have late hanging snow banks, vehicles drive up steep slopes to avoid the area creating bare soil and erosion. There are no paved roads in this LTA and it exists only on the northern portion of the Roosevelt/Duchesne Ranger District.

Currently on the Limestone Plateau there are approximately 14 miles of motorized system routes. Alternative D would propose the least miles of route with approximately 12 miles followed by Alternatives B, C and E with approximately 15 miles of route. The biggest threat to soils is not so much from the roads, but rather from the opportunities for unauthorized off road travel from these roads as the terrain is open and relatively flat. Seasonal closures can be used to keep the roads closed until the hanging snow banks are gone, and can restrict motorized travel during hunting season when most of the unauthorized off road travel occurs. However, like the alpine, the more miles of designated routes accessible to motor vehicles the greater the likely-hood of unauthorized route uses. Therefore, Alternatives B, C, and E and may lead to further degradation of soil resources, while Alternative D could improve soil resources.

Over all there are less miles of route in Alternative D for the issues identified through the scoping document for the soil resource. For the soil resource Alternative D, which has the fewest miles of routes, would meet the Forest Service goal of maintaining or increasing soil productivity (NFMA) because it is the only alternative that consistently has the lowest number of miles therefore the potential to increase soil productivity whereas Alternative A would maintain soil productivity, and Alternatives B,C and E, which include additional road construction, would decrease soil productivity in areas where this activity takes place.

Soil and Water Issue 2 (Water quality) Water resources may be affected due to increased erosion, degraded soil productivity, compaction, and delivery of sediment into streams.

Miles of unpaved motorized route within 300’ of perennial streams

Table 3.2.2 represents unpaved motorized route within 300 feet of perennial streams. The riparian influence zone is considered by many conservation standards to be the zone within 300 feet of perennial streams, lakes and wetlands greater than one acre and is often used when determining riparian buffers (INFISH, 1995). By proximity, activities within this zone have the greatest potential to influence streams and water values. This measure is similar in nature to the surface-water source protection zones set for municipal watersheds; consequently the results are similar to those obtained in the “Municipal Watershed source protection zones 1-2” measure.

Table 3.2.2 Miles of Unpaved Motorized Route Within 300' of Perennial Streams					
RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	18	18	19	16	18
Vernal District	45	40	44	37	40
Vernal District existing undesignated routes in hatched travel area	17	0	0	0	0
Roosevelt-Duchesne District (North)	19	20	20	18.8	19
Duchesne District (South Unit)	17	17	17	17	17
Forest Total	116	95	100	90	95

When compared to the No Action Alternative, Alternative D represents a decrease in unpaved motorized routes within the riparian influence zone (and the highest potential for improvement to water resource conditions within these stream buffers).

Alternative C represents a general increase in these routes except in the case of the Vernal District. Within the Vernal District and when totaled across the Forest, all proposed alternatives represent a reduction in routes and a potential for improved water resource conditions compared to the No Action Alternative. This result can be attributed to the marked reduction in unpaved motorized routes within the Vernal District.

Alternatives B and E were similar, representing marked decreases in motorized routes within the riparian influence zone for the Vernal District. Differences between Alternatives B and E were not discernible at this scale of analysis.

Miles of unpaved motorized route encroaching on perennial streams

Table 3.2.3 displays miles of unpaved motorized route in close proximity (within 50 feet) of perennial channels on the forest. Routes within this zone have a high potential to directly influence bank stability, water quality, and stream function. As such, even small differences between numbers in the alternatives could represent substantial influence on stream health. For this reason results are displayed in the nearest tenths of miles.

Table 3.2.3 Miles of Unpaved Motorized Route Encroaching on Perennial Streams					
RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	11.2	11.7	11.9	10.1	11.1
Vernal District	30.8	31.1	31.9	27.9	31.1
Vernal District existing undesignated routes in hatched travel area	9.6	0	0	0	0
Roosevelt-Duchesne District (North)	3.2	3.3	3.3	3.2	3.3
Duchesne District (South Unit)	.4	.6	.6	.4	.6
Forest Total	55.2	46.7	47.6	42.1	46.1

When comparing forest-wide totals to the No Action Alternative, all proposed alternatives represent a reduction in these motorized routes (a potential for improved conditions to water resources). Alternative D represents the greatest reduction in unpaved motorized routes in this high-risk zone for water resources. No marked difference between Alternatives B and E is apparent at this scale of analysis.

Miles of unpaved motorized route within 300 feet of lakes greater than 1 acre

Table 3.2.4 shows another component of the riparian influence zone concept set in many conservation buffers (INFISH, 1995). For most resource areas there is little change between the alternatives. Alternative C in the Roosevelt-Duchesne District represents a small increase compared to the other alternatives. In the Vernal District Alternatives B-E represents a decrease in routes over the No Action Alternative (potential for improvements in water resource conditions). This is due to reductions in cross-country travel zone routes. In the Flaming Gorge District there is a marked increase in miles of unpaved motorized route in Alternatives B C and E when compared to the No Action Alternative, a potential for degradation to water resources. This result is related to the amount of proposed routes in the district which would access the shoreline along the Flaming Gorge Reservoir.

Table 3.2.4 Miles of Unpaved Motorized Route Within 300' of Lakes >1 acre					
RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	27.0	47.5	47.9	28.8	37.9
Vernal District	8.6	8.4	8.5	8.0	8.4
Vernal District existing undesignated routes in hatched travel area	4.0	0	0	0	0
Roosevelt-Duchesne District (North)	6.2	6.2	7.2	6.1	6.30
Duchesne District (South Unit)	0	0	0	0	0
Forest Total	**45.8**	**62.4**	**63.4**	**42.9**	**52.6**

Due to the highly fluctuating water levels inherent to most reservoirs, there is usually limited riparian vegetation along their shoreline. For this reason reservoirs generally are considered to not have riparian zones except where rivers and streams enter the lake pool. The Flaming Gorge Reservoir is an example of such a reservoir. The Utah portion of this lake is within Source Protection Zone 1 of the Dutch John Municipal Watershed. Primarily for reasons of topography the majority of the proposed new routes accessing the lake are outside of this source protection zone in the state of Wyoming.

No lakes greater than an acre are present in the South Unit, as such zero values were obtained for this measure.

Number of crossings of perennial streams by unpaved motorized routes

Table 3.2.5 displays the number of perennial stream crossings along motorized unpaved routes. Such crossings, especially unimproved fords, have the highest potential for increased sediment and hydrocarbon inputs to streams. Though no layer exists in the roads and trails database for the number and location of open ford crossings, it is assumed that analysis of unpaved motorized road and trail crossings would yield similar results for alternative comparison. For this measure Alternatives A and C have the greatest number of these stream crossings, no change from the current condition is anticipated for Alternative C. Alternative D has the lowest number of crossings (a potential for improved water resource conditions). Alternatives B and E has slightly higher number of stream crossing but would still represent an improvement for water resources from the current condition. The reduction of crossing is attributable to the marked decrease in routes currently receiving motorized use within the cross-country travel zone of the Vernal District.

Table 3.2.5 Unpaved Motorized Route Crossings of Perennial Streams					
RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	54	51	54	48	53
Vernal District	97	103	109	96	101
Vernal District existing undesignated routes in hatched travel zone	50	1	1	1	1
Roosevelt-Duchesne District (North)	19	26	28	26	26
Duchesne District (South Unit)	7	8	8	8	8
Forest Average	**227**	**189**	**200**	**179**	**189**

Miles of unpaved motorized route within surface and ground water source protection zones 1-3 of municipal watersheds

Table 3.2.6 shows motorized routes on the forest as they relate to municipal watersheds. The chart above depicts by alternative the miles of unpaved motorized route within surface-water source protection zones 1 and 2 present on the forest. These zones lie in corridors along the main perennial channels of the municipal watersheds where point and non-point pollution sources could have increased potential for impairing water quality.

Table 3.2.6 Miles of Unpaved Motorized Route in Municipal Watersheds: Surface Water Source Protection Zones 1-2					
RESOURCE AREA					
Flaming Gorge District	48.3	52.3	54.6	45.7	50.6
Vernal District	71.4	65.7	69.8	63.4	69.3
Vernal District existing undesignated routes in hatched travel zone	24.5	0	0	0	0
Roosevelt-Duchesne District (North)	15.4	16.2	16.2	14.9	16.0
Duchesne District (South Unit)	11.1	11.1	11.1	11.1	11.1
Forest Total	170.7	145.4	151.7	135.0	146.9

For this measure Alternative D represents the least miles of unpaved motorized routes within these source protection zones, thus the highest potential improvement to water resource conditions in these source protection zones when compared to the No Action Alternative and the other proposed alternatives. In most resource areas Alternative C represents the most miles of routes within these source protection zones. Alternatives B and E generally has comparable numbers to the No Action Alternative. In the Vernal district and totaled Forest wide, the No Action Alternative represents the most miles of unpaved motorized route. This is attributable to the amount of undesignated routes in

the cross country travel zone currently used on the district. In Alternatives B – E these routes would no longer be open to use.

Table 3.2.7 displays unpaved motorized routes as they relate to municipal and transient groundwater drinking sources on the Forest. A transient groundwater source refers to wells that provide drinking water only for portions of the year, such as wells for summer homes and campgrounds. While unpaved motorized routes do not pose a potential for direct sediment effects to groundwater sources as they would for surface waters, the potential exists for leaching by contaminant spills or herbicides used in the treatment of noxious weeds which tend to occur and spread along motorized travel routes. However the level of risk from Forest Service noxious weed control practices to groundwater sources is low and further reduced by buffers, the type of herbicide chosen, and best management practices used in the herbicide's application.

Table 3.2.7 Miles of Unpaved Motorized Route in Municipal and Transient Groundwater Source Protection Zones 1-3

RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	14.9	17.6	17.9	14.6	17.9
Vernal District	14.7	17.6	17.6	14.6	17.2
Vernal District existing undesignated routes in hatched cross-country travel zone	5.7	0	0	0	0
Roosevelt-Duchesne District (North)	30.8	31.2	31.2	28.1	31.2
Duchesne District (South Unit)	0	0	0	0	0
Forest Total	**66.1**	**66.4**	**66.7**	**57.3**	**66.3**

For the comparison of routes within groundwater source protection zones there is not a marked variation by alternative in order to show any variation the differences are displayed in tenths of miles. Alternative D represents a small decrease in routes (potential for improved water resource conditions) compared to the No Action Alternative. Alternatives B, C, and E represent small increases in routes (virtually unchanged from Alternative A) with no significant differences apparent between them.

No municipal or transient groundwater drinking sources were present in the South Unit as such zero values were obtained.

Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds.

Table 3.2.8 shows total miles of unpaved motorized route in watersheds on the forest that are listed as impaired by the State of Utah Division of Water Quality for not fully supporting beneficial use standards (see previous discussion on water quality.) Except for Alternative D there is an increase in unpaved motorized routes for the proposed alternatives. This number represents all unpaved motorized routes within these watersheds, not specifically those in close proximity to streams or other water resource values. As such this measure, while useful for comparison, may not be as significant a water resource indicator as others in this analysis.

Table 3.2.8 Miles of Unpaved Motorized Route in 303(d) and 305(b) Listed Watersheds					
RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	0	0	0	0	0
Vernal District	21	22	22	21	21
Roosevelt-Duchesne District (North)	34	34	34	34	34
Duchesne District (South Unit)	137	142	145	135	141
Forest Total	192	199	202	191	197

In resource areas on the forest which have 305(b) and 303(d) listed watersheds Alternative D would have the least number of unpaved motorized routes, followed by the No Action Alternative, Alternative E, Alternative B, with Alternative C having the highest number of these routes. This would indicate Alternative D as having the highest potential for improvement in water resource conditions within these impaired watersheds, with Alternatives B, C, and E having the increased potential for degradation.

Site Specific Comparisons of Alternatives:

A number of travel proposals carried forward in some alternatives involve opening motorized use on currently undesignated/unauthorized routes or on routes that would involve new construction. Some of these routes were identified as having a potential risk to water resources by their proximity to streams and wetlands and existing or potential erosion, rutting, and sediment transport issues identified during field visits. Specific proposals which would require new construction, substantial mitigation, or maintenance needs if implemented are shown in Table 3.2.9.

Table 3.2.9 Specific Mitigation, Maintenance, or Other Needs by Proposal and Alternative		
Proposal	**Description**	**Alternatives containing motorized use**
1011.3	Portions of route may involve new construction. Route crosses three perennial stream/seeps with wet meadow habitat. Mitigation may include moving route with new construction, cap and graveling of meadow portion of route, culverts or bridges over some streams. Stream alteration permit (CWA sec. 404) may be required.	B, C, E
1017.2	Portions of route involve new construction. Alignment of route would pass over dam at Sheep Ck Lake to avoid wet meadow and stream crossing.	B, C, E
1248.2	Portions of route involve new construction. Depending on alignment substantial mitigation may be necessary	C,E
2028	Route crosses terrain with frequent seeps and wet pothole ponds. Frequent improved stream crossings and trail surfacing may be required if opened to motorized use.	C

Table 3.2.9 Specific Mitigation, Maintenance, or Other Needs by Proposal and Alternative		
Proposal	**Description**	**Alternatives containing motorized use**
2038	Existing motorized trail with resource damage occurring in meadows and on slopes. Maintenance needs include rerouting around wet meadows and reengineering on steep slopes. Proposal to close all or portions of trail to motorized use.	A, C, E (partial)
2039	Existing motorized trail with resource damage occurring in meadows and at stream crossings. Maintenance needs would include large portions of route being relocated away from stream corridor and wetlands with a reduction to the minimum stream crossings needed of Big Brush Creek.	C
2050	An existing motorized trail which passes through terrain with seeps and wet meadows. Portions of trail pass through wet soils with rutting occurring. Maintenance needs to reduce resource effects would involve relocating routes out of meadows and surfacing of trail where relocation is not possible.	A, B, C, E
2090	Route ascends up several steep slopes with erosion gullying present. Sections of trail would need engineering to reduce erosion hazard. Possibly (switchbacks, waterbars, gravel surfacing) numerous spur routes off trail would need blocking to prevent continued motorized use.	C
2129, 2130	Route may involve new construction to form connection with other motorized routes. As drawn route passes through bouldery terrain with dispersed wet seeps. Trail surfacing and stream alteration permit (CWA sec 404) may be required. Barriers would be needed at intersection of trail if proposal to close trail to motorized use is brought forward (Alt's B, D, and E). Route would designate motorized travel to OHVs greater and less than 50" axle width. 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.	B, C, E
2144	Route would involve new construction. Its creation would bypass and allow closure of currently ATV trail with pronounced soil and water resource damage occurring along it. Would constitute an overall benefit to water resources in the area if proposal were adopted	B,C,D,E
3074.6	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.	B, C, E
3013	Route would involve new construction along contouring hillslopes with 10-40% gradient. Construction would involve cutting and filling of slope for development of trail prism.	B, C, E

Water Resources Conclusion of Alternatives:

Based on overall measurements of the indicators discussed above, the proposed alternatives have been categorized in Table 3.2.10 relative to their potential adverse effects on water resources.

Table 3.2.10 Potential Adverse Effects on Water Resources by Alternative

Alternative A No Action Alternative	Alternative B Preferred Alternative	Alternative C	Alternative D	Alternative E
Highest number of potential adverse effects	Moderate number of potential adverse effects	Higher number of potential adverse effects	Minimal number of potential adverse effects	Moderate number of potential adverse effects

Of the proposed alternatives, Alternative D represents the lowest potential for adversely affecting water resources. Alternatives B and E represent higher potential for adverse effects relative to Alternative D, lower potential for adverse effects when compared to Alternatives C and A. At the scale of analysis used in comparing the alternatives, a marked difference between potential effects associated with Alternatives B and E is not apparent. In the Flaming Gorge District Alternative E represents a reduced potential for water resource effects than Alternative B. In the remaining districts of the Forest Alternative B represents the reduced potential for water resource effects of these two Alternatives.

Compared to the other alternatives, proposed Alternatives C and A represent a higher potential for adverse water resource effects with Alternative A representing the highest relative potential for adverse water resource effects.

Mitigation

For those unauthorized routes that would be designated as motorized 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 (chapter10), 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 with fine grained substrate (prone to erosion) surfacing OHV trails 200 feet either side of perennial stream crossings with gravel. See Soil and Water Resource Report for site specific mitigation.

For routes not currently in the travel system, full implementation of a selected action alternative would not occur until mitigation is met.

3.2.7 Cumulative Effects

In Travel Plan analysis, any route or trail that is not decommissioned can contribute to an overall cumulative effect on soil and water resources. Past and present Forest Service activities creating both permanent and temporary roads and trails include: vegetation management projects (such as timber sales, wildlife habitat enhancements, and prescribed fire,) roads created for mining and oil and gas development, developed and dispersed recreation, as well as routes associated with special use permits allowing motorized access along utility corridors, irrigation canals, water wells, and range improvements. Unauthorized motorized use would continue to be a problem that adversely affects

soil productivity and water quality. Problems are expected to occur adjacent to designated roads and motorized trails, especially on the open rangelands and ridge tops.

Reasonably foreseeable future projects that could either temporarily or permanently add to the miles of route include: Oil and gas development and exploration, timber salvage, vegetation management, recreation trail re-routing, and prescribed fire.

Soil Resource Cumulative Effects

Cumulative effects boundaries are analyzed within the Forest boundary excluding the High Uintas Wilderness which receives no motorized use. Any route or trail that is not decommissioned can contribute sedimentation to streams and other water bodies impairing water quality. Erosion and compaction from routes and trails diminishes soil productivity.

Cumulative Effects to Alpine

Activities that have taken place in alpine areas include mining, vegetation management, dispersed recreation, utility access and grazing. Motorized routes are associated with all of these uses and even if the activity itself does not occur in the alpine areas, the road can bisect the alpine landscape. Hiking trails also exist in these areas Forest-wide and can be responsible for degraded water quality and soil productivity especially when poorly placed. Motorized routes and trails in all action alternatives except for alternative D would increase miles of route in alpine areas of the Roosevelt-Duchesne District. Since dispersed camping would be excluded from most alpine areas, and in those areas where it would be allowed the camping area would be reduced from 300 to 150 feet soil productivity would be improved for the dispersed camping activity. However, since the current condition in alpine areas is a tendency to create unauthorized motorized routes off existing travel routes, additional miles of route would create more opportunities for unauthorized use.

Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C and E would degrade soil productivity in alpine areas. Alternative D would decrease miles of route in alpine areas and not add to cumulative effects.

Cumulative Effects to Limestone Plateau Association

Activities that occur on the Limestone Plateau Association (LPA) of the Roosevelt-Duchesne Districts include mining, vegetation, management, grazing, hiking, and dispersed recreation. Much of this area is open and easy to access from existing routes and unauthorized use exists here as it does in alpine areas. Increased miles of motorized route in Alternatives B, C and E would degrade soil productivity in the LPA by providing more motorized route through areas where unauthorized access is probable. Alternative D decreases the number of miles of route in this area and would improve soil productivity.

Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C, and E would degrade soil productivity in the LPA. Alternative D would decrease miles of route in the Limestone Plateau Association and not add to cumulative effects.

Cumulative Effects to Wet Meadows and Riparian Corridors

Wet meadow areas and riparian corridors are widely dispersed throughout the forest and as a result they are more prone to be in areas where management activities take place. Activities such as: vegetation management, oil and gas development, mining, hiking, grazing, utility corridors, dispersed and developed camping, and irrigation canals utilize soil resources for both motorized and foot routes and trails to access the area of use. Wet meadow areas exist in the hatched travel area of the current travel plan on the Vernal Ranger District, with approximately ten miles of motorized route going through wet meadows and riparian corridors. The hatched travel area would not be in any of the action alternatives therefore overall miles of route are less in all of the action alternatives inside the

hatched travel area. Approximately three miles of new construction would take place on the Flaming Gorge Ranger District in Alternatives B, C and E with possible passage through wet meadow and riparian corridor areas causing degradation to soil productivity. Dispersed camping would be decreased from 300 feet to 150 feet which should improve soil productivity.

Cumulative effects from past and present activity and action alternatives would be minimal for wet meadow and riparian corridor areas as overall there would be fewer routes and decreased dispersed camping areas. In the reasonably foreseeable future however, proposed oil and gas development would increase motorized routes and add well pads that could potentially affect wet meadow and riparian corridors as the area where this activity would take place is Sowers Canyon with a perennial stream on the South Unit of the Roosevelt-Duchesne Ranger District.

Overall there would be a reduction of miles of motorized routes traversing through wet meadows and riparian corridors in all action alternatives from the current condition.

Water Resource Cumulative Effects

Cumulative effects to water resources were analyzed within the Forest boundary. Cumulative effects were also analyzed outside of the Forest boundary when assessing potential effects to state-listed municipal watersheds and 303(d)/305(b) listed watersheds located within and adjacent to the Ashley National Forest.

Non-Travel Plan related cumulative effects

Past, present, and reasonably foreseeable management activities on the forest (detailed in section 3.12 of EIS) pose potential cumulative effects to water resources in varying ways.

Roads and trails associated with the transportation network (forest, state, and federal) recreation, oil and gas development, alternative energy developments, utility corridors, vegetation management projects (including timber harvest, wildlife habitat management and fuels reduction), grazing improvements, drinking water developments, and mining operations on the Forest can affect the hydrologic regime by collecting and altering surface water flow, impeding infiltration, accelerating delivery of storm water sediment and other pollutants to stream channels. These affects can in turn alter stream bank stability and water quality.

Grazing by (livestock, horse and pack stock, and wildlife) can potentially affect water resources through physical alteration of stream banks, vegetation use of streamside meadow and riparian zones and the impairment of water quality.

Prescribed fire and wildfire can affect water resources by increasing water and sediment yield to streams as well as increases in pH, nitrates, phosphorus, and other nutrients associated with sediment delivery. Affects to a watershed can vary depending on the amount and severity of a burn, residual organic material left in the soil, the riparian vegetation remaining after a burn, slope, inherent soil conditions and the potential for vegetative recovery. In the case of wildfire these affects can be far more acute and widespread with impacts lasting up to decades (Robichaud, 2000).

Timber management can alter the water yield and timing of annual peak runoff within snowmelt-dominated watersheds. Depending on the amount of a watershed managed changes in flows can affect stream channel stability.

Recreation activities in close proximity to water can have localized effects to bank stability and increased sediment inputs to streams. Dispersed camping can pose an additional risk to water quality through delivery of fecal-colliform and other contaminants to streams. Fishing and other aquatic activities can additionally contribute to the spread of invasive aquatic species.

Noxious weed management can pose a localized effect to water quality by risk of herbicide inputs to streams and water bodies. Noxious weeds if uncontrolled can result in widespread watershed degradation by decreasing bank stability and increasing sediment inputs from decreasing

Reservoirs, canals and other water diversions can displace wetland habitat, interrupt seasonal cycles of high and low stream flows, dewater channels, while augmenting flows to other channels leading to channel erosion, sedimentation, and bank instability.

Cumulative Effects: by Water Resource Measures

The measures used in this Travel Plan analysis ("Miles of Unpaved Motorized Route in Municipal Watersheds: Surface Water Source Protection Zones 1-2," "Miles of Unpaved Motorized Route Within 300' of Perennial Streams," "Miles of Unpaved Motorized Route Encroaching on Perennial Streams," "Miles of Unpaved Motorized Route Crossing Meadow and Riparian Willow Habitat," and "Unpaved Motorized Route Crossings of Perennial Streams") indicate for all proposed Alternatives B-E an overall (Forestwide) reduction in routes and their effects compared to the current condition (Alternative A.) This is largely attributable to the reductions in undesignated routes currently under use in the Vernal Ranger district.

The measures "Miles of Unpaved Motorized Route Within 300' of Lakes >1 acre" and "Miles of Unpaved Motorized Route in 303(d) and 305(b) Listed Watersheds" indicate an overall increase in route-related cumulative affects over the current condition for proposed Alternatives B, C and E. In the case of the lakes measure this is attributable to adoption of additional routes around the Flaming Gorge Reservoir.

For the "Miles of Unpaved Motorized Route Within Transient Groundwater Source Protection Zones 1-3" measure there was little discernible difference between the proposed alternatives over the existing condition. For this measure there was no discernible contribution to cumulative effects.

Water Resource Cumulative Effects Conclusions: by Alternative

Alternative B

By five of the eight measures this alternative reflects the potential for an overall decrease in route-related cumulative effects to water resources. This reduction is most pronounced in the Vernal District.

In the Flaming Gorge District there would be an increase in routes within 300' of lakes, due to adoption of currently unauthorized routes near the Flaming Gorge Reservoir. On the South Unit of the Duchesne district there would be a 5 mile increase in motorized routes within 303(d) and 305 (b) listed watersheds due to adoption of currently unauthorized routes. Within these same watersheds however the miles of unpaved motorized routes within 300' of perennial streams would remain unchanged.

Forest-wide approximately 1.6 miles of new construction of motorized trail would be associated with this alternative.

Potential effects from these routes could add to cumulative effects in the localized areas mentioned, while Forest-wide a reduction in travel route related cumulative effects to water resources would occur.

Alternative C

By five of the eight measures this alternative reflects an overall decrease in route-related cumulative effects to water resources when viewed Forest-wide. This reduction mainly associated with the reduction of currently undesignated motorized routes within the Vernal District.

On the Flaming Gorge District, adoption of currently unauthorized motorized routes would result in additional localized effects to water resources based on measures for buffers within 300' of lakes, perennial streams, and surface water source protection zones of municipal watersheds.

On the Roosevelt and Duchesne Districts Alternative C would result in additional localized effects based on measures for buffers within 300' of perennial streams, and unpaved motorized route crossings of perennial streams.

Forest-wide approximately 2.7 miles of new construction of motorized trail would be associated with this alternative.

When compared to the current condition, potential effects from Alternative C could add to cumulative effects in the localized areas mentioned, while Forest-wide a reduction in travel route related effects to water resources would occur. This reduction is the least of the proposed alternatives.

Alternative D

By seven of the eight measures this alternative reflects the potential for an overall decrease in route-related cumulative effects to water resources on the Forest. The remaining measure (the 300 foot buffer to lakes greater than an acre) would represent no additional cumulative effect to the current condition.

No new construction of motorized routes would be associated with this alternative. Both Forest-wide and locally this alternative would represent the greatest reduction in travel route effects to water resources.

3.2.8 Forest Plan Consistency

While all the action alternatives would meet Forest Plan Standards and Guidelines for soil resources, Alternative D, which has the fewest miles of designated routes, would meet the Forest Service goal of maintaining or increasing soil productivity (NFMA) because it is the only alternative that consistently has the lowest number of miles therefore the potential to increase soil productivity. Alternative A would maintain soil productivity, and Alternatives B, C and E, which include approximately three miles of new road construction, would decrease soil productivity in areas where this activity takes place.

Alternative D would also meet the Forest Plan goal of improving and conserving basic soil resources protecting the watershed from erosion by decreasing the number of miles of hardened surface that channel flow and sediment into water ways and wet meadows. The overall cost of protecting resources would be less where there are fewer routes to provide access to sensitive areas.

3.3 Wildlife Resources

3.3.1 Introduction

Forest roads and motorized trails have the potential to affect wildlife and their habitat depending on the mode of motorized travel, type (width and surfacing) and location of the road, traffic volume and speed of travel, and the season of use by both animal and vehicle (Forman and Alexander 1998, Trombulak and Frissell 2000, Wisdom et al. 2000). Roads influence wildlife in numerous ways including a direct loss of habitat, changes in the quality and or effectiveness of the adjacent habitats, increasing habitat fragmentation, alteration of wildlife movements, and direct mortality from vehicle collisions (ibid). Travel-management-related impacts on wildlife vary with the volume, timing, and type of travel; the species of wildlife in the area; the habitats involved; time of day or season of year; and a myriad of other factors. However, not all species respond negatively to an increase in roads. Roads may increase prey for aerial predators such as hawks (Forman and Alexander 1998).

Wisdom et al. (2000, pp 112-123) offered a summary of 13 road-associated factors that negatively affect habitats or populations of terrestrial vertebrates. The following Road-associated Factors and Effects are condensed and summarized from his review:

- Habitat Loss and Fragmentation Including Negative Edge Effects – Roads can have the direct impact of converting large areas of habitat into non-habitat, while the indirect impacts of noise and exhaust can further reduce habitat quality and create avoidance of additional habitat in the surrounding area. In addition, species that respond negatively to openings or linear edges, such as habitat-interior species, avoid areas near roads.
- Disturbance, Displacement, Avoidance, Harassment (i.e., chronic negative interactions with humans) – Roads can directly interfere with life functions at specific use sites (e.g., increased disturbance of nest sites, breeding leks, or communal roost sites). This can result in spatial shifts of individuals and populations away from a road in relation to human activities on or near a road.
- Collisions – Death or injury resulting from a motorized vehicle running over or hitting an animal on a road.
- Over-hunting, Over-trapping, Poaching, and Collection – Roads can facilitate greater access into areas used for hunting and trapping and result in legal and illegal over-harvest of wildlife resources.
- Snag and Downed Log Reduction – Roads facilitate firewood collection which can result in a loss of snags and downed logs. Larger snags are typically desired by woodcutters and are also the most beneficial to many wildlife species such as flammulated owls.
- Barriers to Travel or Movement – Preclusion of dispersal, migration, or other movements as posed by a road itself or by human activities on or near a road or road network

3.3.2 Issues and Indicators

Wildlife Issue 1 (Disturbance): Motorized travel on roads and trails may adversely affect threatened, endangered, and Forest Service Sensitive Species (TES) through displacement due to disturbance.

Indicators:

- Miles motorized roads and trails in known TE or S species habitat.
- Acres of TE or S habitat affected by designated roads and trails.

Wildlife Issue 2 (Habitat Loss, Fragmentation): Designating new or unauthorized routes for motor vehicle use may result in changes to, or loss, of habitat due to construction or maintenance needs (widening the track, surfacing the route) of these routes.

Indicators:

- Miles of designated routes within known TE or S habitat.
- Acres of TE or S habitat affected by roads and motorized trails.

Wildlife Issue 3 (Big Game Habitat and Disturbance): *Motorized travel may affect summer and winter big game (elk and deer) habitat and increase vulnerability during hunting season. Roads left open to vehicular traffic may adversely affect use of the area by elk, and to a lesser extent, by deer.*

Indicators:

- Density (mile/mile^2) of open NFS roads and motorized trails by District within critical habitat (winter range and critical summer range).
- Acres of critical elk and deer winter range affected by motorized travel.

Assumptions:

Assumptions were made concerning the effects of the travel management plan as it relates to species analyzed. Some of those assumptions include:

- There will be changes to the category of uses among motorized, mechanized, and non-motorized/non-mechanized uses that will result in various levels of impacts on individual species across the forest.
- There will be two types of impacts on species: (1) impacts related to the actual footprint of the road or trail affecting habitat and (2) disturbance activities resulting from the use of the routes.
- Decommissioning of identified routes may take years to be fully rehabilitated and resemble surrounding habitats.
- Alternative A is the current, existing situation on the forest and thus considered to be the baseline for comparison for all action alternatives (alternatives B, C, D, and E).
- Many of the tables displayed in this document standardize the changes in routes for comparison purposes. To make comparisons of differing types of habitats and differing sizes of habitats for the various species considered, most analyses for terrestrial species use the amount of change in acres of the species habitat in the routes for each alternative or the use density of miles of routes per square mile of habitat.

3.3.3 Forest Plan Direction

The Forest Plan provides some direction to travel management as it relates to wildlife and wildlife habitat. This direction is as follows: (USDA Forest Service 1986)

- Page IV-14 and IV-15, I. – Recreation
- Roads or trails maintained on the Forest transportation system may be restricted seasonally to protect wildlife species and habitat.
- Page IV-16, II. – Recreation
- Obliterate road or trail and exclude it from the Forest’s transportation system if: b) the road or trail and its associated use is causing resource damage by: 3) displacing wildlife.
- Page IV-16, III. – Recreation
- Areas may be closed or restricted c) to protect natural resources and prevent damage to the natural values or functions of the ecosystems.

- Page IV-29, 2. – Wildlife and Fish
- Establish and maintain thermal and security needs to meet the Forest's big game and Management Indicator Species habitat objectives.
- Page IV-30, 3. – Wildlife and Fish
- Resource management activities will be allowed if they will not adversely affect any T and E or sensitive species.

Forest Plan direction will be followed under all action alternatives as it relates to travel management and wildlife.

Standard and guidelines from the Goshawk Amendment to the Forest Plan that apply to the Travel Plan are as follows:

- Standard (r) - Prohibit forest manipulation within active nest areas (30 acres) during the active nesting period. For non-vegetative activities adjacent to a new nest site or a new activity adjacent to an established nest, Guideline (s) applies.
- Guideline (s) – In active nest areas (approximately 30 acres) restrict Forest Service management activities and human uses for which Forests issue permits during the active nesting period, unless it is determined that the disturbance is not likely to result in nest abandonment. If the disturbance is likely to result in nest abandonment, a biological evaluation (BE) must be completed. To implement the action the BE must conclude that the action is consistent with the intent of the Conservation Strategy and Agreement for the Management of the Northern Goshawk.
- Guideline (v) Forest vegetative manipulation within PFA's (ii) – Management activities should be restricted during the active nesting period. The active nesting period will normally occur between March 1st and September 30th.

Area and Method of Analysis

Project Area: The project area comprises the entire Ashley National Forest. However, the Environmental Consequences section was broken up and analyzed according to the district boundaries.

Life History and Habitat Requirements: The white papers "Life Histories and Population Analysis for Management Indicator Species of the Ashley National Forest" (USDA Forest Service 2006) and "Life History and Analysis of Endangered, Threatened, Candidate, and Sensitive Species of the Ashley National Forest." are a comprehensive description of life histories and habitat requirements for species that occur or have habitat within the Forest. "Life Histories and Population Analysis for Management Indicator Species of the Ashley National Forest" document provides estimates on population trends for Management Indicator Species (MIS). Principle habitats described in these papers were used to access the habitat conditions for the Motorized Travel Plan project. Habitat coverage's used in this document were developed by identifying habitat requirements for each species, with Forest GIS vegetation data used to map potentially suitable habitat across the Forest. It is recognized that the number of acres discussed as potentially suitable habitat may be higher than actual or occupied habitat. These possible differences in acres could occur due to the resolution of the Forest vegetation data used for the analysis, which were based at the Forest scale. These data are continually being refined at the project level.

Species Presence and Habitat Availability: Species presence data was compiled from District and Forest-wide survey information, and survey data from the Utah Division of Wildlife Resources (Ashley National Forest Unpub. data). Habitat availability was derived by using a GIS vegetation layer generated from aerial photo and ground interpretation.

General Method of Analysis-Road Impacts on Habitat Availability: The effects of roads have had many analyzed by many researchers. Some of these researchers have attempted to quantify a "road effect zone" based on changes in stream and wetland drainage, the impact of salt reaching water bodies, habitat invasion by exotic species planted on roadsides, and changes in animal habitat and movement patterns for large mammals, forest and grassland birds, and amphibians (Forman and Deblinger 2000, pp36-46). The degree of impacts on these types of resources is influenced by the type of road (size, surfacing) and the associated volume and speed of motorized traffic and noise generated by such traffic (ibid, Tombalak and Frissell 2000, p19).

Currently, the Forest does not have this detailed site specific information. Lacking this information, this analysis focuses on quantifying the direct effects of roads on habitat availability for most species by multiplying the miles of road by average road width based on the engineering classification type (i.e., Operational Maintenance Levels 1-5). To simplify the analysis, several classification types were lumped into the same zone of influence (the highest zone of influence for the classification types were used for the analysis). The following Zone of Influence (ZOI) was used for this analysis: motorized trails under 50 inches wide = 6 feet wide; Operational Maintenance Level 1 and 2 (Unimproved and 4WD) = 14 feet wide; Operational Maintenance level 3, 4, and 5 (Improved and Paved Roads) = 30 feet wide (Mortenson 2008). A length of road bisecting potentially suitable habitat was multiplied by the ZOI to arrive at a direct impact on potentially habitat availability in acres.

Other analysis using road density, habitat effectiveness, and road buffers are described in individual species accounts (i.e., mule deer, and Rocky Mountain elk). This includes general Forest Plan guidelines and general road management guidance for the Northern Goshawk.

Analysis summaries and conclusions will be presented in this document, and species may be grouped by effect. Detailed, species specific information including existing condition, methods of analysis, effected environment, and determination of proposed actions by species can be found in the Wildlife Specialist Report available in the project record.

Wildlife Resource: Wildlife species selected for this analysis are composed of:

- Species that are listed as Threatened, Endangered, Proposed, or Candidate under the Endangered Species Act (USDI 2007 and 2008),
- Sensitive Species listed on the Regional Forester's Sensitive Species List (USDA 2003),
- Management Indicator Species as designated by the Forest Plan (USDA 1986),
- Other Species of Concern. This category includes neotropical migratory birds from the Birds of Conservation Concern list (USDI FWS 2002), priority species from the Utah Partners in Flight List (Parrish et al. 2002).

3.3.4 Affected Environment

Motorized forest roads and trails have the potential to affect wildlife and their habitat depending on the mode of motorized travel, type (width and surfacing) and location of the road, traffic volume and speed of travel, and the season of use by both animal and vehicle (Forman and Sperling 2003, Forman and Alexander 1998, Trombulak and Frissell 2000, Wisdom et al. 2000). Roads influence wildlife in numerous ways, including a direct loss of habitat, changes in the quality and/or effectiveness of the adjacent habitats, increasing habitat fragmentation, alteration of wildlife movements, and direct mortality from vehicle collisions (ibid).

Table 3.3.1 summarizes the current condition, findings, and detailed information available in the Wildlife Report.

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed

Species (Status)	**Wildlife Species Existing Condition**	Carried Forward for Analysis
Threatened and Endangered Species		
Black-footed Ferret (E)	Sixteen records of black-footed ferrets (specimens and sightings) are known from Sweetwater County. An experimental population was established in Uintah County southeast of Vernal, UT on lands managed by the BLM. Suitable habitat may exist on the Flaming Gorge National Recreation Area (NRA). Although there is potential habitat for Black-footed ferrets on the Flaming Gorge Ranger District, there is no critical habitat designated on the Forest, and there are no black-footed ferret populations near the Forest. Therefore there would be "no effect" to the Black-footed ferret from implementation of the Travel Plan and the black-footed ferret will not be discussed in the analysis section of this report.	No
Canada Lynx (T)	Approximately 645,741 acres of habitat has been designated within lynx analysis units (LAUs) on the Forest, except the South Unit of the Roosevelt/Duchesne RD. Of these 1,499 acres (0.2%) of habitat is directly impacted by approximately 731 miles of designated routes.	Yes
Mexican Spotted Owl (T)[a]	Mexican spotted owls have been found in Dinosaur National Monument. No nesting Mexican spotted owls have been located anywhere on the Forest and no critical habitat has been designated on Forest Service lands within the project areas. There is approximately 289,035 acres of marginal MSO habitat of which 275 acres (0.1% is directly impacted the 107 miles of designated routes.	Yes
Yellow-billed Cuckcoo (C)[d]	There have been no detections of the Yellow-billed Cuckoo within the Forest. Because habitat within the project area would be considered marginal and not large enough to sustain breading Yellow-billed Cuckcoos it is determined that there will be "no effect" to the yellow-billed cuckoo from implementation of the travel plan and this species will not be discussed in the analysis section of this report	No
Intermountain Regional Forester's Sensitive Species		
Bald eagle (S)	Bald eagles are known to occur on the Forest, primarily near Flaming Gorge Reservoir and the Green River corridor during the winter months. Although there are no known nests on the Forest there is one nest within a mile of the NRA. There are approximately 140576 acres of habitat on the Forest of which 250 acres (0.2%) is marginal and is directly impacted by 65 miles of NFS routes.	Yes
Northern Goshawk [c e] (S)	62 known territories have been located within the project area, of which less than half are occupied any given year. Of the approximately 35,694 acres of designated post-fledgling area (PFA) habitat in the project area, 175 acres has been directly impacted from 68 miles of NFS routes.	Yes

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed

Species (Status)	**Wildlife Species Existing Condition**	Carried Forward for Analysis
Peregrine Falcon[b] (S)	There are 2 peregrine flacon nests that have been documented on the Forest. One along the Green River on the Flaming Gorge Ranger District and the other on the Vernal Ranger District. There are no roads within ¼ mile of either nest. Of the approximately 115,331 acres of habitat on the Forest 206 acres (0.2%) is directly impacted by approximately 91 miles of NFS routes.	Yes
Boreal Owl (S)	There have been four detections of boreal owls on the Forest, but no nests have been found. Of the approximately 440,492 acres of habitat of the Forest, 487 (0.1%) is directly impacted by 214 miles of NFS routes.	Yes
Great Gray Owl (S)	Though occurrence of this species in the Uinta Mountains is considered "rare" or "outside its normal range", there have been three great gray owls detected during calling surveys on the Ashley NF. Of the approximately 486,563 acres of habitat on the Forest 1,165 acres (0.3%) is directly impacted by 496 miles of NFS routes.	Yes
Flammulated Owl (S)	This species has been detected at several locations across the Forest. Of the approximately 237,647 acres of habitat on the Forest 809 acres (0.4%) of habitat is directly impacted by 342 miles of NFS routes.	Yes
Three-toed Woodpecker[c] (S)	This species has been found across the Forest in many locations. Of the approximately 737,474 acres of habitat on the Forest, 1,891 acres (0.3%) is directly impacted by 795 miles of NFS routes.	Yes
Greater Sage-grouse[c e] (S)	This species are well distributed throughout its limited range on the forest and surveys indicate populations are viable, stable and in a slight upward trend. Of the approximately 66,910 acres of habitat on the Forest, 320 acres (0.5%) is directly impacted by 149 miles of NFS routes.	Yes
Trumpeter Swan (S) and Common Loon (S)	Although, these species typically do not occur on the Forest these species have been known to occasionally occur on Flaming Gorge Reservoir during migration. Of the approximately 59,744 acres of habitat on the Forest, 14 acres (0.04%) is directly impacted by 6 miles of NFS routes. Since these species only occasionally visit Flaming Gorge Reservoir during migration and because the potential for the proposed changes to the travel plan to effect these species is very low, it is determined that there would be "no impact" to these species.	No
Spotted Bat[c] (S) and Townsend's Big-eared Bat[c] (S)	Bat surveys conducted on the Forest have detected both spotted bats and Townsend's big-eared bats. Of the approximately 443,268 acres of habitat on the Forest 2,071 acres (0.5%) is directly impacted by 877 miles of NFS routes.	Yes
Pygmy Rabbit (S)	Modeled distribution and habitat of the pygmy rabbit does not include the Ashley NF, except for the Wyoming portion of the NRA where this species in known to occur. Of the approximately 57,788 acres of habitat, 332 acres (0.6%) is directly impacted by 150 miles of NFS routes.	Yes
Wolverine (S)	There has been no documented sighting of wolverines in the Uinta Mountains and in Utah. However, wolverine habitat does occur on the Forest. Of the approximately 794,588 acres of habitat on the Forest, 1,301 acres (0.2%) is directly impacted by 502 miles of NFS routes.	Yes

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed		
Species (Status)	**Wildlife Species Existing Condition**	Carried Forward for Analysis
	Management indicator Species	
Rocky Mountain elk (MIS)	The Utah Division of Wildlife Resources (UDWR) has set elk population objectives for each of the elk subunits in the state. The elk populations for these subunits have nearly met or exceed the population objectives set by Utah Division of Wildlife Resources within the five wildlife management subunits in which the Forest occurs. Suitable habitat (nearly all vegetation types on the Forest) for elk, including calving areas, occurs within the Forest. Critical elk habitat occurs on all Districts and is characterized by either its importance to elk in the winter or its importance to elk in the summer. Elk populations on the Forest appear to be stable, sustain an annual harvest, and habitat is well distributed across the Forest and is sufficient to sustain a viable elk population. Of the approximately 261,557 acres of habitat, 915 acres (0.4%) of critical habitat id directly impacted by 355 miles of NFS routes.	Yes
Mule deer (MIS)	The Utah Division of Wildlife Resources has set mule deer population objectives for each of the mule deer subunits in the state. The mule deer populations for the five subunits in which the Forest occurs are below the population objectives. Suitable habitat (nearly all vegetation types on the Forest) for deer, including fawning areas, occurs within the Forest. Critical deer habitat occurs on all Districts and is characterized by either its importance to deer in the winter or its importance to deer in the summer. Based on the data described in the MIS Report, mule deer population on the Forest is stable to slightly decreasing, but sustains an annual harvest and remains viable. Based on these same data, it also appears that the Forest provides mule deer habitat that is well distributed across the Forest and is sufficient to sustain a viable mule deer population. Of the 165,147 acres of critical habitat on the Forest 566 acres (0.4%) id directly impacted by 212 miles of NFS routes.	Yes
Northern Goshawk (MIS)	Habitat acres available and currently impacted are in the Sensitive Species section of this table. Based on statistical analysis, the goshawk population trend across the Forest appears to be stable. It also appears that the Forest supports a viable goshawk population and continues to provide well-distributed habitat across the Forest for this species.	Yes
Greater Sage-Grouse	Based on the data described in the MIS Report, the sage grouse population on the Forest is viable, stable, and in the last five to ten years there appears to be a slight upward trend. It also appears that sage grouse are well distributed throughout its limited range on the Forest.	Yes

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed (continued)		
Species (Status)	**Species (Status)**	**Species (Status)**
	Management indicator Species	
Golden Eagle (MIS)	There are three known golden eagle nest locations on the Ashley NF. Based on the data described in the MIS Report, the golden eagle population trend on the Forest is stable but at low numbers. It is also believed that the Forest provides golden eagle habitat that is well distributed across the Forest and is sufficient to sustain a viable population of golden eagles. Of the approximately 604,983 acres of habitat on the Forest, 1,995 acres (0.4%) is directly impacted by 856 miles of NFS routes.	Yes
Warbling Vireo and Red-naped Sapsucker (MIS)	Based on the data described in the MIS Report, the red-naped sapsucker and warbling vireo population trends on the Forest are stable. Habitat that is well distributed across the Forest and is sufficient to sustain viable populations of the red-naped sapsucker and warbling vireo. Of the approximately 160,714 acres of habitat on the Forest 607 (0.4%) is directly impacted by 254 miles of NFS routes.	Yes
Lincoln's Sparrow and Song Sparrow (MIS)	Based on the data described in the MIS Report, the Lincoln's sparrow and song sparrow population trends on the Forest are stable. The Forest provides habitat that is well distributed across the Forest and is sufficient to sustain viable populations of the Lincoln's sparrow and song sparrow. Of the approximate 17,971 acres of habitat on the Forest 120 acres (0.7%) is directly impacted by 57 miles of NFS routes.	Yes
White-tailed Ptarmigan (MIS)	Habitat for the white-tailed ptarmigan occurs on all Districts of the Forest, except for the South Unit portion of the Roosevelt/Duchesne RD. Based on the data described in the MIS Report, the white-tailed ptarmigan population on the Forest is viable, stable, and is well distributed throughout its limited range on the Forest. Of the approximate 168,391 acres of habitat on the Forest 8 acres (0.007%) is directly impacted by 5 miles of NFS routes.	Yes

[a] State of Utah Threatened Species
[b] State of Utah Endangered Species
[c] State of Utah Species with special concern due to substantial decrease in population, distribution, or habitat availability OR limited distribution or specialized habitat use.
[d] Candidate for Federal Listing
[e] Also an Ashley NF Management Indicator Species.
[f] On the Utah Partners in Flight List (UPIF)
[g] On the Birds of Conservation Concern List (BCC)
[h] On both the UPIF and BCC lists

Other Species of Concern

Uinta Mountain Snail

This snail is known to occur in only two locations on the Forest and neither location would be affected by any of the proposed roads. Furthermore, the US Fish and Wildlife Service 90-Day Finding determined that there is insufficient evidence that supports the Uinta Mountain snail as a separate species, and further determined that this snail does not merit federal listing (USDI F and WS 2005). Therefore, effects from the proposed travel plan to this snail will not be analyzed in this document.

Birds of Conservation Concern (Migratory Birds) and Utah Partners in Flight (PFI) Priority Species

A complete list of birds from both these lists that are known to occur or are suspected to occur on the Ashley National Forest can be found in the project record (available upon request). Several species on the Birds of Conservation Concern and PIF Priority Species lists occur or have habitats

within the Forest. These species are the black rosy-finch, black-throated gray warbler, sage sparrow, Brewer's sparrow, greater sage grouse, broad-tailed hummingbird, flammulated owl, golden eagle, peregrine falcon, three-toed woodpecker, Williamson's sapsucker, Lewis's woodpecker, red-naped sapsucker, Virginia's warbler, pinyon jay, pygmy nuthatch, and gray vireo.

Existing Condition: The flammulated owl, bald eagle, peregrine falcon, and three-toed woodpecker are sensitive species and are discussed in detail in the Sensitive Species section of this report. The greater sage grouse is both a sensitive species and an MIS and is discussed in the Sensitive Species section of this report. The red-naped sapsucker and golden eagle are MIS and are discussed in the MIS section of this report. Refer to those sections in this report for analysis on those species.

The black rosy-finch is associated with alpine habitat and the broad-tailed humming bird is associated with riparian habitat. The Williamson's sapsucker is associated with conifer forests and aspen habitat types. The Lewis's woodpecker is associated with the ponderosa pine conifer type. The pygmy nuthatch and the Virginia's warbler are associated with ponderosa pine and pinyon/juniper habitat types. The black-throated gray warbler, pinyon jay, and gray vireo are associated with the pinyon/juniper and desert shrub habitat types. The Brewer's sparrow, sage sparrow, burrowing owl, northern harrier, prairie falcon, and loggerhead shrike are associated with sagebrush, desert shrub, and grasslands (Nature Serve 2003, DeGraaf et.al. 1991). Effects to these species will be analyzed and compared with those species in the sensitive species list and/or MIS list that have similar habitat requirements. All species will be analyzed by Districts.

3.3.5 Environmental Consequences

Introduction

The tables in this section indicate the change in the amount of "designated routes" on the Forest/District. Impacts will be assessed from the corresponding change in acres of the affected habitat for these species. However, nearly all the increase of designated routes in the Action Alternatives currently exist on the ground as existing undesignated or unauthorized routes. Therefore, because these routes already exist on the ground, the actual impacts to wildlife habitat from changing the status of the road ("existing undesignated" to "designated" or "unauthorized" to "designated") would be less than what is shown in the tables. Because motorized travel on undesignated routes would be prohibited with the implementation of an action alternative, current effects to wildlife would be largely reduced in the hatched area. Effects to wildlife from the action alternatives will be analyzed in four ways; 1) the amount of habitat affected from the new designations of routes (change of designated routes from Alternative A) and the percent of habitat it would affect; 2) putting this change in context with what actually exists on the ground; 3) the amount of reduction of affected habitat in the hatched travel area of the Vernal RD; and 4) effects of disturbance to wildlife from noise associated with motorized routes.

Alternative A

Potential impacts from Alternative A were discussed above. These impacts are common to wildlife species within the Forest and all Districts. In short, some routes ("designated", "existing undesignated", and "unauthorized") are currently causing resource degradation as they continue to be used. Under this Alternative these routes would likely continue to slowly degrade the resource, which may incrementally degrade and fragment wildlife habitat. This would incrementally displace wildlife over time and space, and may make some habitats on the Forest less attractive to wildlife. In all action alternatives, dispersed camping is reduced from 300 feet off roads to 150 feet off roads. Leaving dispersed camping at 300 feet could incrementally over time displace wildlife further from roads as dispersed camping expands.

These effects would occur at the Districts level as well, but may be greater on the Vernal Ranger District. The hatched area on this District may continue to increase in road density as users establish new routes. Many of the routes in this area were not created by the Forest Service and some were created in areas that receive resource damage. An increase in density of these routes may further displace wildlife over time and space.

Changes discussed below reflect the change in miles and acres from Alternative A.

Effects common to all action alternatives

Unauthorized and undesignated routes that are not designated under any alternative would no longer be allowed for travel. Many of these routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing motorized travel on these routes would reduce disturbance to the wildlife and reduce the amount of wildlife habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

Mixed use (street legal vehicles and ATV's) would be allowed on some roads that are not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. 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. This may potentially cause additional avoidance of the immediate area around the roads by wildlife. However, if displacement does occur, there is ample habitat for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur.

Generally increased roads would mean increased habitat fragmentation on the Forest. However, since, the majority of these routes already exist as undesignated or unauthorized routes there would be little increase in habitat fragmentation among these alternatives.

Under these alternatives dispersed camping would be reduced from 300 feet off roads to 150 feet off designated roads. This reduction in distance from roads may reduce potential disturbance to habitat, however because dispersed camping only occurs at isolated locations along roads, this reduction in potential disturbance from dispersed camping may only be minimal in some locations.

Continued use of designated routes would have the same affects to the wildlife species discussed below that currently exist. These species have likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further affects to these species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by peregrine falcons in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

Threatened and Endangered Wildlife Species

Canada Lynx

Direct and Indirect Effects

The Northern Rockies Lynx Management Direction (NRLMD) states several guidelines as roads relate to lynx habitat. The main concerns are roads increasing accessibility of competing predators in the winter (by compacting snow) to areas where they would otherwise be excluded, and maintaining habitat connectivity and minimizing impacts to lynx habitat near roads. Neither of the Alternatives, propose an increase of over the snow travel, and therefore those guidelines pertaining to over the snow activities would be met in each Alternative. The LCAS guidelines are comparably the same as the NRLMD, but places more emphasis on restricting over the snow travel.

To determine the direct effects to lynx from the action alternatives, the change in miles of designated roads within lynx habitat and change in acres of lynx habitat were calculated for each of the action alternatives. A table illustrating the amount of lynx habitat within LAU's on the Forest as well as a map of the LAU's can be found in the project record and in the Biological Assessment.

Alternative B, C, and E

Within LAU's on the Forest there would be a net increase in miles of designated routes and acres of affected lynx habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 49 miles of designated routes and 80 acres of affected lynx habitat. Alternative E would have the next largest change in affected habitat acres and Alternative B would have the least (60 acres affected). The affected acres are far less than 1% of the amount of lynx habitat within any of the LAU's or habitat on the Forest. There is a decrease in the amount improved/paved roads (high traffic roads) under this alternative, but an increase in unimproved roads (low traffic roads). The majority of increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since lynx are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low (Reudigar et. al. 2000).

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. However, studies have found that lynx do not show avoidance of forest back country roads or roads with low traffic volumes (USDA Forest Service 2007, 2007a, & 2007c). Additionally, the increase use and noise is not likely to be enough to impede movement of lynx within or between LAU's. Continued use of designated routes would continue to have the same effects to lynx habitat that currently exists. This species, if individuals travel across the Forest or linger for a period of time, would likely habituate to the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by lynx, if they are in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance. Additionally, the likelihood of individual lynx being exposed to human activities

facilitated by roads is very low given that there are probably very few, if any lynx, on the Ashley (other than the occasional wandering transplant from Colorado at this point in time).

Nearly all the increases in designated roads are routes that currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to lynx habitat from this alternative are likely less than the tables in the Specialist report indicate, because the direct habitat loss already exists.

Although, the NRLMD is the primary guiding direction for lynx management on the Ashley NF, the LCAS is still considered in analysis. LCAS guidelines state that wherever road densities are greater than two miles per square mile, then roads should be considered for seasonal closures and or reclamation. Alternative A has road densities in lynx habitat for the Districts and the Forest considerably lower than the 2.0 guideline. Road densities among Alternatives B, C, and E only slightly increase, and would stay around 1.0 or lower. There is little difference in road densities between alternatives.

Guidelines in both the NRLMD and LCAS encourage minimizing brushing along roadsides, locating roads away from forested stringers, and locating roads away from ridge tops. New roads and trails 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 LCAS and the NRLMD. In the event that location of these new routes and reconstruction changes, the following mitigations should be followed to help in maintaining habitat connectivity for lynx. These mitigations are guidelines within the both the NRLMD and the LCAS.

Determination

It is determined that the changes to the Travel Plan proposed under these Alternatives, would meet the intent of the standards and guidelines outlined in the NRLMD as well as the LCAS. There will be “no effect” to critical lynx habitat from Alternatives B, C, & E, since there has been no critical habitat identified on or near the Forest. It is further determined that the changes to the Travel Plan proposed under these Alternatives “may affect, but is not likely to adversely affect” Canada lynx. This determination is based on the following rationale. The amount of lynx habitat directly affected by the proposed changes to the Travel Plan would affect far less than 1% of available habitat within any LAU, within any of the Districts, and within the Forest. Studies have not shown lynx to avoid low traffic roads and it is likely that lynx would behave the same on the Ashley (USDA Forest Service 2007, 2007a, & 2007b). The likelihood of individual lynx being exposed to human activities facilitated by routes is very low given that there are likely very few, if any lynx, on the Ashley NF other than the occasional wandering transplant from Colorado at this point in time. Even if an individual were on the Forest and thus ‘exposed’ to elements of Alternatives B, C, & E , the effects to an individual lynx via habitat loss or disturbance are expected to be negligible based on the following: 1) the very limited physical habitat loss due to new routes is unlikely to impede movement of lynx within and through LAU’s, or the ability of a lynx to procure sufficient food, often a limiting factor; and 2) a lynx disturbed by human activity on the designated roads may temporarily be displaced or may habituate to the activity, neither outcome of which is likely to alter the likelihood this individual will procure prey.

Alternative D

Under this alternative there would be a decrease of approximately 9 miles in the amount of designated routes and a net change of approximately 19 acres of lynx habitat. This is far less than 1% of lynx habitat on the Forest or in any LAU. Therefore, the effects to lynx habitat under this alternative would be negligible. Road density in lynx habitat under this alternative would slightly decrease and remain under the 2.0 mile guideline.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of lynx habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to lynx habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected lynx habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E. Road density within lynx habitat in this District would stay below the 2.0 mile guideline under this alternative.

Determination

It is determined that the changes to the Travel Plan proposed under this Alternative, would meet the intent of the standards and guidelines outlined in the NRLMD as well as the LCAS. There will be "no effect" to critical lynx habitat from this Alternative, since there has been no critical habitat identified on or near the Forest. It is further determined that the changes to the Travel Plan proposed under this Alternative "may affect, but is not likely to adversely affect" Canada lynx. This determination is based on the same rationale discussed under Alternatives B, C, & E.

Mexican Spotted Owl

Direct and Indirect Effects

The change in designated miles/trails and acres of affected MSO habitat within the 2000 model is a relatively small amount. A larger amount of MSO habitat is affected within the 1997 model. The affects to MSO habitat would be similar regardless of which model is being used in the discussion below, except for the amount of acres of MSO habitat affected. Therefore, the discussion below will focus on the 1997 model since the proposed changes to the Travel Plan affect a greater amount of MSO habitat in this model. To determine the effects to MSO habitat the change in miles of designated roads within MSO habitat and change in acres of MSO habitat were calculated for each of the action alternatives. Tables identifying the change in miles of designated routes and acres of affected habitat are available in the Wildlife Resource report found in the project record.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected MSO habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 64 miles of designated routes and 68 acres of affected MSO habitat. Alternative B would have the lowest increase of designated routes (approximately 47) and affected MSO habitat (approximately 52). Alternative E would be nearly the same as Alternative B, but with a slightly higher amount of affected acres of MSO habitat.

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to MSO habitat from this alternative are likely less than the model indicates, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use (street legal vehicles & ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. 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. This may potentially cause additional avoidance of the immediate area around the roads by MSO's and may disturb them during nesting. However, since no MSO's have been detected on the Forest, it is unlikely that nesting or foraging MSO's would be disturbed by noise associated

with the routes. If displacement does occur, there is ample habitat for displaced individuals away from routes. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to MSO habitat that currently exists. If individuals of this species have been affected by these routes, they have likely since habituated to the disturbance or moved to areas of suitable habitat, where the disturbance does not occur. Therefore, the continued use of these routes is not likely to have any further effects to this species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by MSO's, if they are in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing these routes for travel would reduce the amount of bald eagle habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of MSO habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of MSO habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to MSO habitat.

Alternative D

Under this alternative there would be a decrease of nearly 3 miles in the amount of designated routes and a net change of approximately 13 acres of MSO habitat. This is far less than 1% of MSO habitat on the Forest. Therefore, the effects to MSO habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of MSO habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to MSO habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected MSO habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Since there is no critical Mexican spotted owl habitat on the Forest, there will be "no effect" to critical habitat from any Alternative. Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, "may affect, but is not likely to adversely affect" the Mexican spotted owl or its habitat. This determination is based on the following rationale. There have been no detections of Mexican spotted owls on the Forest, and thus no Protected Activity Centers would be affected by the alternatives, and it is unlikely that any individuals would be affected by any elements of the alternatives. Even if an individual were on the Forest, effects would be minimal due to the low amount of habitat directly affected by the alternatives and the amount of habitat available for displacement.

Sensitive Wildlife Species

Bald Eagle

Direct and Indirect Effects

To determine the effects to bald eagle habitat from the action alternatives, the change in miles of designated roads within bald eagle habitat and change in acres of bald eagle habitat were calculated for each of the action alternatives and are shown in the Table 57 of the Wildlife Report (available from the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

The bald eagle guidelines specify vehicle use type activities should not occur within 660 feet from nests (USF&WS 2007b). There is a bald eagle nest located near the NRA, but none are located on the NRA or on the Forest. This bald eagle nest is located more than 660 feet from the NRA and nearly a mile from the nearest road that is on the NRA. Therefore, the distance of any road or trail on the NRA from this nest is far greater than the recommended distance. This guideline would therefore be met under these alternatives and there would be little effect to these nesting bald eagles from these alternatives, because of the distance between the nest and any road/trail on the NRA.

There would be a net increase in miles of designated routes and acres of effected bald eagle habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 35 miles of designated routes and 62 acres of affected bald eagle habitat. Alternative E would have the lowest increase of designated routes (approximately 17) and affected bald eagle habitat (approximately 32). Alternative B would be nearly the same as Alternative C, but with a slightly lower amount of affected acres of bald eagle habitat.

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to bald eagle habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use (street legal vehicles & ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. 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. This may potentially cause additional avoidance of the immediate area around the roads by bald eagles. However, if displacement does occur, there is ample habitat for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. The bald eagle guidelines recommend minimizing disruptive activities in bald eagles direct flight path to important foraging (USF&WS 2007b). Bald eagles from the nest located near the NRA likely forage along Flaming Gorge Reservoir, however there would be no changes to the Travel Plan that would affect the flight path of these bald eagles to the Reservoir. There are some currently designated roads on the NRA that may be near the foraging areas for these eagles. However, continued use of these designated roads is unlikely to have any more effects to the bald eagles than currently exist. These eagles have likely habituated to the disturbance and are tolerant of current activities.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing these routes for travel would reduce the amount of bald eagle habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of bald eagle habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of bald eagle habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to bald eagle habitat.

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives, may impact individual bald eagles, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Alternative D

Under this alternative there would be a decrease of nearly four miles in the amount of designated routes and a net change of approximately 13 acres of bald eagle habitat. This is far less than 1% of bald eagle habitat on the Forest. Therefore, the effects to bald eagle habitat under this alternative would be negligible.

At the District level, the overall effects to bald eagle habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected bald eagle habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual bald eagles, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Northern Goshawk

Direct and Indirect Effects

To determine the effects to goshawk habitat within PFA's from the action alternatives, the change in miles of designated roads within PFA's and change in acres of affected goshawk habitat were calculated for each of the action alternatives and are shown in the Table 58 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected goshawk habitat within PFA's under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of seven miles of designated routes and 10 acres of affected goshawk habitat (within PFA's). Alternatives B and E are nearly the same affecting approximately nine acres goshawk habitat and an additional increase of approximately six miles of routes. Overall there is not much change in improved roads (high traffic roads), but there is an increase in unimproved roads and ATV trails (low traffic roads). The overall increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since goshawks are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low. The subtle decrease in high traffic roads and ATV trails would

likely reduce the disturbance within goshawk habitat. In time, these areas would rejuvenate, which would likely provide habitat for goshawks over time. However, the benefit may be offset by the increase of low traffic roads.

Noise created from use of these routes in Alternatives B, C, and E would extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. This may potentially increase disturbance to goshawks of the immediate area around those roads within PFA's. However, it is likely that goshawks using these areas for foraging are habituated to noise around these roads and it is unlikely that a slight increase in use would displace goshawks out of the PFA. Furthermore, the amount of habitat that may be potentially affected would be far less than 1% of the amount of goshawk habitat within any District or on the Forest.

New trail construction and route reconstruction proposed under these alternatives are limited and may 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 PFA, the following mitigation should be applied for any new road/trail construction or reconstruction within the PFA of an occupied goshawk territory.

- Construction of new trails or reconstruction of existing trails within the PFA of an occupied goshawk territory should be restricted between March 1st and September 30th, 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.

Proposal 2015 would designate an existing undesignated route as an ATV trail. The trail crosses through the 30 acre nest buffer of two goshawk nests (Dyer Park Territory Nest B and Snow Pole Nest C). This proposal is incorporated within Alternatives B, C, and E. The Dyer Park Territory was last active in 2005, but Nest "B" has not been active since 1991 and the nest was documented to have fallen from the tree in 2001. The Snow Pole territory was last active in 2004 and in 2007 the nest had fallen out of the tree. Therefore, there would be no disturbance to nesting goshawks at Dyer Park nest "B", or Snow Pole nest "C" since these nests no longer exist. There would be some disturbance within the PFA's of these territories, however this trail has been used by ATV's for a period of time, and therefore would not represent any additional disturbance in the area (USDA Forest Service 2008c)

Proposal 2028 would designate non-motorized trail 128 as an ATV trail in Alternative C. The trail crosses through the 30 acre nest buffer of two nests (A and B) of the Horse Shoe Park territory. This territory was last active in 1993 and both these nest trees have been down since 2001. Therefore, there would be no disturbance to goshawks at these nests. If this territory becomes active, there would be an additional disturbance within the PFA that was not there previously. However, since this territory has not been active for 15 years, it is unlikely that this disturbance would affect any nesting goshawks (USDA Forest Service 2008c)

The amount of goshawk habitat within PFA's affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of goshawk habitat (within PFA's) that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to goshawk habitat on the Forest.

Alternative D

Under this alternative there would be a decrease of approximately one mile in the amount of designated routes and a net change of less than one acre of goshawk habitat within PFA's, the effects to goshawk habitat within PFA's under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of goshawk habitat within PFA's affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to goshawk habitat within PFA's would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected goshawk habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under the Action Alternatives, may impact individual goshawks, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Peregrine Falcon

Direct and Indirect Effects

To determine the effects to peregrine falcon habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of peregrine falcon habitat affected were calculated for each of the action alternatives and are shown in the Table 59 in the Wildlife Report (available in the Project Record). The current system of routes does not affect any known peregrine falcon nests and none of the proposed changes would affect peregrine falcon nesting habitat, therefore the discussion of the effects below only pertain to foraging habitat.

Alternatives B, C, and E

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to peregrine falcon habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use (street legal vehicles & ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. 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. This may potentially cause additional avoidance of the immediate area around the roads by peregrine falcons. However, peregrine falcons are known to habituate to human activity and therefore, may habituate to the increase in noise within foraging habitat (White et. al. 2002). Furthermore, if displacement does occur, there is ample habitat for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to peregrine falcons that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these

areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing these routes for travel would reduce the amount of peregrine falcon habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of peregrine falcon habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of peregrine falcon habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to peregrine falcon habitat on the Forest.

Alternative D

Under this alternative there would be a decrease of one mile in the amount of designated routes and a net change of less than two acres of peregrine falcon habitat. This is far less than 1% of peregrine falcon habitat on the Forest. Therefore, the effects to peregrine falcon habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of peregrine falcon habitat affected than discussed under Alternatives B, C, and E. Therefore, the overall effects to peregrine falcon habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected peregrine falcon habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual peregrine falcons, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Boreal Owl

Direct and Indirect Effects

To determine the effects to boreal owl habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of boreal owl habitat were calculated for each of the action alternatives and are shown in the Table 60 in the Wildlife Report (available from the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected boreal owl habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 14 miles of designated routes and 39 acres of affected boreal owl habitat. Alternative E would have the next largest increase and Alternative B would have the least (eight miles of increase and 21 acres affected).

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to boreal owl habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use (street legal vehicles & ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. 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. Since fledging usually takes place by early July (USDA Forest Service 2006b) and the highest amount of recreational use of routes on the Forest occur July and later, disturbance to nesting boreal owls would be minimal. Additionally, nesting and foraging boreal owls have been documented to be tolerant of human and mechanical activities and their response to such activities seem indifferent (USDA Forest Service 1994). Therefore, boreal owls are not likely to be displaced as a result of increased noise from routes proposed for designation or construction. However, if displacement does occur, there is ample habitat for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to boreal owls that currently exist. This species has likely habituated to the disturbance to the current disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignaged routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting travel on these routes would reduce the amount of boreal owl habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

Under these alternatives dispersed camping would be reduced from 300 feet off roads to 150 feet off roads. This reduction in distance from roads may reduce potential disturbance in boreal owl habitat, however because dispersed camping only occurs at isolated locations along roads, this reduction in potential disturbance from dispersed camping may only be minimal in some locations.

The amount of boreal owl habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of boreal owl habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to boreal owl habitat on the Forest.

Alternative D

This alternative proposes a net decrease of approximately 9 miles of designated roads and trails from Alternative A. The affected acres (approximately 3) are far less than 1% of the amount of boreal owl habitat within either of the Districts or on the Forest.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of boreal owl habitat affected in each District, than in Alternative A. Therefore, the overall effects to boreal owl habitat would be lower under this alternative. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected boreal owl habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, and the fact that boreal owls are tolerant of human activities, it is determined that the changes to the Travel Plan proposed under these Alternatives, may impact individual boreal owls, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Great Gray Owl

Direct and Indirect Effects

To determine the effects to great gray owl habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of great gray owl habitat affected were calculated for each of the action alternatives and are shown in the Table 61 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. There is no great gray owl habitat on the South Unit of the Roosevelt/Duchesne RD; therefore the analysis below will not include that portion of the District.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected great gray owl habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 35 miles of designated routes and 50 acres of affected great gray owl habitat. Alternatives B and E are nearly the same affecting approximately 35 acres great gray owl habitat and an additional increase of approximately 28 and 24 miles of routes respectively.

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to great grey owl habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trails and reconstruction of designated routes 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. This may potentially cause additional avoidance of the immediate area around the routes by great gray owls. Since fledging usually takes place by early July (USDA Forest Service 1994) and the highest amount of recreational use of routes on the Forest occurs July and later, disturbance to nesting great gray owls would be minimal. Additionally, since the Uintas are considered the southern most extent of their range and great gray owls are considered to be rare or migrants to the State, it is likely that there would be few individuals, if any, affected by the proposed changes to the Travel Plan under these alternatives. However, if displacement of an individual does occur, there is ample habitat on the Forest for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would have the same effects to great gray owls that currently exist. If any individuals occur on the Forest, they have likely habituated to the disturbance or have moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

With implementation of this project, motorized travel would be prohibited on routes that are not designated. Several undesignated routes were not carried forward in any alternative because they crossed riparian and meadow areas. Reduction in routes in these areas would improve habitat for

great gray owl prey species, and thus improve great gray owl foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

The amount of great gray owl habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of great gray owl habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to great gray owl habitat on the Forest.

Alternative D

Under this alternative there would be a decrease of nearly 13 miles in the amount of designated routes and a net change of less than 10 acres of great gray owl habitat. This is far less than 1% of great gray owl habitat on the Forest. Therefore, the effects to great gray owl habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of great gray owl habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to great gray owl habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected great gray owl habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual great gray owls, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Flammulated Owl

Direct and Indirect Effects

To determine the effects to flammulated owl habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of flammulated owl habitat affected were calculated for each of the action alternatives and are shown in the Table 62 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected flammulated owl habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 34 miles of designated routes and 36 acres of affected flammulated owl habitat. Alternatives B and E are nearly the same, but affecting slightly less habitat than Alternative C.

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to flammulated owl habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extends beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. While trail construction and route reconstruction proposed under these alternatives is limited it may cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. However nesting flammulated owls have been documented to be tolerant of human and some mechanical activities and their response to such activities seem indifferent (USDA Forest Service 1994). Therefore, flammulated owls are not likely to abandon nests or be displaced as a result of increased noise from routes proposed for designation or construction. Construction and reconstruction activities would only be for a short duration, thus if displacement did occur it would only be temporary. Continued use of designated routes would continue to have the same effects flammulated owls that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting travel on these routes would reduce the amount of flammulated owl habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of flammulated owl habitat affected at the Forest and District levels under these alternatives is far less than 1% of the flammulated owl habitat that occurs within the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to flammulated owl habitat on the Forest.

Alternative D

Under this alternative there would be an increase of nearly five miles in the amount of designated routes and a net change of approximately 10 acres of flammulated owl habitat. This is far less than 1% of flammulated owl habitat on the Forest. Therefore, the effects to three-toed woodpecker habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of flammulated owl habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to flammulated owl habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected flammulated owl habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternatives, may impact individual flammulated owls, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Three-toed Woodpecker

Direct and Indirect Effects

To determine the effects to three-toed woodpecker habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of three-toed woodpecker habitat were calculated for each of the action alternatives and are shown in Table 63 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected three-toed woodpecker habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 59 miles of designated routes and 88 acres of affected three-toed woodpecker habitat. Alternative E would have the next largest increase and Alternative B would have the least (42 miles of increase and 60 acres affected).

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to tree-toed woodpecker habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use (street legal vehicles & ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trails and reconstruction of roads and trails proposed for designation under these alternatives are limited and may cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. However three-toed woodpeckers have been documented to be very tolerant of human activities and human disturbance is not considered a threat to their populations (Leonard 2001). Therefore, nesting and foraging three-toed woodpeckers are not likely to be disturbed or displaced as a result of increased noise from routes proposed for designation or construction. Construction and reconstruction activities would only be for a short duration, so if in the unlikely event that displacement occurred it would only be temporary. Continued use of designated routes would continue to have the same effects to three-toed woodpeckers that currently exist. This species has likely habituated to the disturbance, remained tolerant, or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these

areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Prohibiting motorized travel on these routes would reduce the amount of three-toed woodpecker habitat that is currently being affected by the routes and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of three-toed woodpecker habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of three-toed woodpecker habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to three-toed woodpecker habitat on the Forest.

Alternative D

Under this alternative there would be a decrease of nearly 18 miles in the amount of designated routes and a net change of less than 10 acres of three-toed woodpecker habitat. This is far less than 1% of three-toed woodpecker habitat on the Forest. Therefore, the effects to three-toed woodpecker habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of three-toed woodpecker habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to three-toed woodpecker habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected three-toed woodpecker habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual three-toed woodpeckers, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Greater Sage-grouse

Direct and Indirect Effects

To determine the effects to sage grouse habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of sage grouse habitat were calculated for each of the action alternatives and are shown in Table 64 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Although, the North Unit portion of the Roosevelt/Duchesne RD does contain some habitat for sage grouse (some summer use), there is no winter habitat and no leks within two miles of this unit. Therefore, there would be no critical sage grouse habitat (breeding, nesting, brood rearing, and winter habitat) affected by the action alternatives within this unit.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected sage grouse habitat associated with those routes under Alternatives B, C, and E. Alternative C would have the largest increase with approximate 12 miles of designated routes and 17 acres of affected sage grouse nesting/brood rearing habitat. Alternative E would have the next largest increase and Alternative B would have the least (eight miles of increase and 13 acres affected).

There are no new routes proposed within two miles of a lek under these alternatives, but there are a few routes that may need maintenance or reconstruction. Reconstruction of roads and trails proposed under these alternatives is limited, but may 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 routes within sage grouse habitat that is within two miles of an active lek.

- Reconstruction activities of routes within sage grouse habitat that is within two 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.

Increased miles of motorized routes would be expected to increase habitat fragmentation on the Forest. However all the increases in designated roads and trails in sage grouse habitat are routes that currently exist on the ground as unauthorized or undesignated. Since these routes already exist there would be no increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. This may potentially increase disturbance to sage grouse in the immediate area around those routes. However, it is likely that sage grouse using these areas are habituated to noise around these routes and it is unlikely that a slight increase in use would displace sage grouse. Continued use of designated routes would continue to have the same effects to sage grouse that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting motorized travel on these routes would reduce the amount of sage grouse habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of sage grouse habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of sage grouse habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to sage grouse habitat on the Forest.

Alternative D

Under this alternative there would be little change in the amount of designated routes and in the amount of acres of affected sage grouse habitat. Therefore, the effects to sage grouse habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of sage grouse habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to sage grouse habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected sage grouse habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E. For the South Unit portion of the Roosevelt/Duchesne RD, there would be no change under this alternative in the miles of designated roads and affected sage grouse habitat.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual sage grouse, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Spotted Bat and Townsend's Big-eared Bat

Direct and Indirect Effects

To determine the effects to spotted bat and Townsend's big-eared bat habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of spotted bat and Townsend's big-eared bat habitat were calculated for each of the action alternatives and are shown in Tables 65 and 66 in the Wildlife Report (available in the Project Record). The first table was derived from the Ashley NF Vegetation GIS layer (this model may over estimate the amount of habitat on the Forest) and the second table is derived from a bat predictability model that predicts the likelihood of the occurrence of bats within certain habitat criteria. Both methods will be used in comparing the changes of affected bat habitat by alternative. The changes reflect the change in miles and acres from Alternative A. As none of the increase or change of designated routes would affect caves or cliffs, there would be no effect to bat hibernacula or roosting in those areas. However, roosting habitat within forests may be affected and is evaluated below.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected spotted bat and Townsend's big-eared bat habitat under Alternatives B, C, and E using both the vegetation model and the predictability model. The vegetation model shows a greater increase in designated routes affecting these species habitat and a greater difference between alternatives than the bat the predictability model. Since the vegetation model shows greater effects to these species habitat, the discussion below will be focused on this model.

The largest increase in the vegetation model would be in Alternative C with an approximate increase of 82 miles of designated routes and 126 acres of affected spotted bat and Townsend's big-eared bat habitat. Alternative B would have the next largest increase and Alternative E would have the least (45 miles of increase and 73 acres affected).

Nearly all the proposed increase in designated routes currently exists on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Since, the majority

of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trail construction and routes reconstruction proposed under these alternatives are limited and may cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the routes by Townsend's big-eared bats and spotted bats. Disturbance to foraging bats during the evening hours would not be expected given most recreational use along routes is during the day. However, daytime use of these routes may disturb daytime roosting for bats. If displacement does occur, there is ample habitat for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to spotted bats and Townsend's big-eared bats that currently exist. These species have likely habituated to the disturbance or have moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Much of the resource damage was occurring in riparian areas and meadow areas. Since these bats forage near riparian areas, reduction in these routes would result in a reduction in resource damage in these areas, improve habitat for bat prey species, and thus improve bat foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

The amount of net increase in miles of designated routes habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of spotted bat and Townsend's big-eared bat habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to spotted bat and Townsend's big-eared bat habitat on the Forest.

Alternative D

Under this alternative there would be a net increase of approximately four miles in the amount of designated routes and a net change of approximately 15 acres of net spotted bat and Townsend's big-eared bat habitat. This is far less than 1% of spotted bat and Townsend's big-eared bat habitat on the Forest. Therefore, the effects to spotted bat and Townsend's big-eared bat habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of spotted bat and Townsend's big-eared bat habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to spotted bat and Townsend's big-eared bat habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and

the amount of affected spotted bat and Townsend's big-eared bat habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual spotted bats and Townsend's big-eared bats, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Pygmy Rabbit

Direct and Indirect Effects

To determine the effects to pygmy rabbit habitat from the action alternatives, the change in miles of designated routes within habitat and change in acres of pygmy rabbit habitat were calculated for each of the action alternatives and are shown in Table 67 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Pygmy rabbit habitat only occurs within the Wyoming portion of the Flaming Gorge RD, therefore the summary below will only discuss the effects to pygmy rabbit habitat on this District.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected pygmy rabbit habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 39 miles of designated routes and 69 acres of affected pygmy rabbit habitat. Alternative B would have the next largest increase and Alternative E would have the least (18 miles of increase and 31 acres affected.

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. This may potentially cause additional avoidance of the immediate area around the roads by pygmy rabbits. However, routes proposed for designation in pygmy rabbit habitat currently exist and are not likely to increase noise disturbance in pygmy rabbit habitat. If displacement does occur, there is ample habitat for any displaced individuals. There are no new routes proposed for construction in pygmy rabbit habitat and therefore would not affect pygmy rabbits. Continued use of designated routes would continue to have the same effects to pygmy rabbits that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by pygmy rabbits in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

The amount of pygmy rabbit habitat affected on the Forest/Flaming Gorge RD under these alternatives is far less than 1% of the amount of pygmy rabbit habitat on the Forest. This small

amount of directly affected habitat would have relatively little effect to pygmy rabbit habitat on the Forest/Flaming Gorge RD.

Alternative D

Under this alternative there would be a net increase of approximately 4 miles in the amount of designated routes and a net change seven acres of pygmy rabbit habitat. This is far less than 1% of pygmy rabbit habitat on the Forest/Flaming Gorge RD. Therefore, the effects to pygmy rabbit habitat under this alternative would be negligible. Effects to pygmy rabbit habitat under this alternative would be less than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives, may impact individual pygmy rabbits, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Wolverine

Direct and Indirect Effects

To determine the effects to wolverine habitat from the action alternatives, the change in miles of designated routes within habitat and change in acres of wolverine habitat were calculated for each of the action alternatives and are shown in Table 68 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected wolverine habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 39 miles of designated routes and 70 acres of affected wolverine habitat. Alternative E would have the next largest increase and Alternative B would have the least (24 miles of increase and 45 acres affected).

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. 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. This may potentially cause additional avoidance of the immediate area around the roads by wolverines. However, since wolverine generally occur in more remote locations and are likely to avoid areas around motorized routes, and since routes proposed for designation under these alternatives occur in areas that are currently impacted by roads, wolverine are not likely to be affected by noise associated with these routes. If displacement does occur, there is ample habitat in more remote locations for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to wolverine that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not

likely to have any further effects to this species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by wolverine in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Prohibiting travel on undesignated routes would reduce the amount of wolverine habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of wolverine habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of wolverine habitat that occurs within either the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to wolverine habitat on the Forest.

Alternative D

Under this alternative there would be a decrease of 20 miles in the amount of designated routes and a net change of less than 10 acres of wolverine habitat. This is far less than 1% of wolverine habitat on the Forest. Therefore, the effects to wolverine habitat under this alternative would be negligible.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of wolverine habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects wolverine habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected wolverine habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual wolverine, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Management Indicator Species

Rocky Mountain Elk

Direct and Indirect Effects

To determine the effects to elk critical habitat from the action alternatives, the change in miles of designated roads within critical habitat and change in acres of elk critical habitat were calculated for each of the action alternatives and are shown in Table 69 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Table 3.3.2 illustrates the road density within critical elk habitat among Districts and alternatives.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 23 miles of designated routes and 22 acres of affected critical elk habitat.

Alternative E would have the next largest increase and Alternative B would have the least (10 miles of increase and nine acres affected).

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trail construction and routes reconstruction proposed under these alternatives are limited, and may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the route by elk. However, if displacement does occur, there is ample habitat on the Districts and on the Forest in any given drainage for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to elk that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by elk in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these routes were not carried forward in these alternatives for designation because of resource damage. Much of the resource damage was occurring in riparian areas and meadow areas. Since elk forage in riparian and meadow areas, reduction in these routes would result in a reduction in resource damage and improve elk foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

There would be some seasonal closures of routes (e.g. Proposals 3082 and 3001) under these alternatives among the Districts. This would restrict travel along these roads during the hunting season and in some cases during the calving season. This would reduce the disturbance hunters would have on elk as well as reduce harvest, and increase elk security areas. Roads that remain closed during the calving season would also limit human disturbance in those areas, providing a security area for calving elk.

Specifically proposals 2145, 2146, 2153, 2180, 2048, 2058, 2061, 2085, and 2047 are roads that have been administratively closed in the past for wildlife protection, particularly elk and deer. Although this area is not identified as critical winter or summer elk habitat, past closure of this area to public travel has reduced disturbance to elk during the calving season and provided a security area for them during the hunting season. These roads remain administratively closed under Alternative A, but are proposed to be opened to public travel under Alternatives B, C, and E, with a seasonal closure from October 1 to June 1. The critical time for elk is during the calving season in late spring and early summer and during the hunting season in the fall. Maintaining the closure of these roads between October 1 and June 1 would continue to protect elk during the hunting season and the first part of the calving season.

According to the best available science, road density should be less than 1.0 miles^2 in critical elk habitat (Christensen et al. 1993, pages 2-3). Areas of higher road densities tend to displace elk and can lower the quality of habitat in the area. Average road density Forest wide is less than 0.87 miles^2. Among Alternatives B, C, and E road density Forest wide slightly increases, but stays below the 1.0 miles^2 (Table 3.3.2). Alternative C has the highest road density at 0.93, Alternative

B has the lowest at 0.89, and Alternative E is in between at 0.91. Therefore, among these alternatives, average road density on the Forest should stay at a level that would maintain elk habitat effectiveness. Some isolated areas may have a higher road density than 1.0 mile and may reduce the quality of elk habitat effectiveness immediately around those areas, but most of these areas are small, and would not adversely affect overall elk habitat on the Forest or the Districts. However, there are larger areas on the Vernal RD that exhibit road densities greater than 1.0 miles^2.

Table 3.3.2 Average Road Density in Critical Elk Habitat By Alternative

District	ALT A Road Density (Mi Roads/Mi^2 Habitat)	ALT B Road Density (Mi Roads/Mi^2 Habitat)	ALT C Road Density (Mi Roads/Mi^2 Habitat)	ALT D Road Density (Mi Roads/Mi^2 Habitat)	ALT E Road Density (Mi Roads/Mi^2 Habitat)
Flaming Gorge RD	1.00	1.00	1.13	1.00	1.10
Vernal RD	0.91	0.96	0.97	0.91	0.94
Roosevelt/Duchesne RD (North Unit)	1.17	1.24	1.25	1.17	1.23
Roosevelt/Duchesne RD (South Unit)	0.76	0.77	0.78	0.76	0.77
Forest Wide Total	0.87	0.89	0.93	0.87	0.91

At the District levels, all the potential effects to elk critical habitat discussed above will generally be the same, except on a smaller scale. Therefore, the discussion at the District level will focus on changes per alternative. For the *Flaming Gorge Ranger District*, there would be a net increase in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 11 miles of designated routes and seven acres of affected critical elk habitat. There is decrease on this District for high traffic roads and an increase in low traffic roads and trails. This District has a road density of 1.0 mile, which is at the recommended cutoff for habitat effectiveness. Among alternatives road density slightly increases to 1.13 under Alternative C, 1.10 in Alternative E, and remains at 1.0 in Alternative B. The increase in Alternatives C & E is very little and is not likely to change habitat effectiveness for elk on the District.

For the *Vernal Ranger District*, there would little change in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest change in affected elk critical habitat would be in Alternative E with an increase of approximately two acres of affected elk critical habitat. There would be an overall decrease in the amount of high traffic roads, and an increase in the amount of low traffic roads and trails. This District currently has an area in which travel of existing undesignated routes is allowed. There is approximately 13 miles of these existing undesignated roads (low traffic roads) within elk critical habitat in the hatched travel area, affecting approximately 22 acres of elk critical habitat. Any undesignated routes in this area that would not be designated would no longer be available for motorized travel. Since the largest net increase of designated routes among Alternatives B, C, and E is approximately three miles, then there would be approximately 10 miles of these existing undesignated routes that would no longer be available for motorized travel. This would reduce the amount of affected elk critical habitat within the hatched travel area by approximately 17 acres. Therefore, implication of any of

these alternatives would reduce the current effects to elk critical habitat within this District. Given time these areas would rejuvenate and provide habitat for elk.

Road density for the Vernal Ranger District is 0.91 (counting only Forest system roads), which is below the recommended cutoff of 1.0. Road density goes up to 1.23, when the existing undesignated roads in the hatched area are included. However, Alternatives B, C, & E would reduce the miles of routes in the hatched travel area. Average road densities of designated routes among these alternatives would stay below the 1.0 cutoff for the District, and actually improve elk habitat effectiveness in the hatched area. Portions of higher road densities (greater than 1.0 mile) are exhibited in the hatched area. Since the alternatives would reduce the miles of routes open to travel in these areas, road density within elk critical habitat would be reduced, thus improving elk habitat in these areas.

For the *Roosevelt/Duchesne Ranger District (North Unit),* there would be a net increase in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of seven miles of designated routes and 11 acres of affected elk critical habitat. There was an increase of low traffic roads and some decrease on this part of the District for high traffic roads. Road density within this District is at 1.17, which is slightly above the recommended cutoff of 1.0. Road densities increase only slightly from Alternative A, with Alternative C having the highest road density of 1.25. The increase among these alternatives is very little and is not likely to change habitat effectiveness for elk on the District.

For the *Roosevelt/Duchesne Ranger District (South Unit),* there would be a net increase in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of six miles of designated routes and 11 acres of affected elk critical habitat. Road density within this District is at 0.87, which is below the recommended cutoff of 1.0. Road densities among Alternatives B, C, & E would slightly increase, but would stay below 1.0. Therefore, among these alternatives, road density should stay at a level that would maintain habitat effectiveness.

The amount of elk critical habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of elk critical habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to elk critical habitat on the Forest. Also, road densities among alternatives and among Districts will stay below the 1.0 mile cutoff or will remain only slightly above.

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives would not affect the trend of the elk population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Alternative D

Under this alternative there would be little change in the miles of designated routes and little change in the acres of affected elk critical habitat. This is far less than 1% of elk critical habitat on the Forest. Therefore, the effects to elk critical habitat under this alternative would be negligible. Road density under this alternative would remain below the recommended 1.0 miles^2 cutoff and deer habitat effectiveness would be maintained.

At the District level, there would generally be little change in the miles of roads and trails and acres of affected elk critical habitat in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to elk critical habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the miles of roads allowed for travel and the acres of affected elk critical habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E. Road density among Districts under this alternative

would remain below the recommended 1.0 miles^2 cutoff. Therefore, under this alternative, road density should stay at a level that would maintain habitat effectiveness.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives would not affect the trend of the elk population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Mule Deer

Direct and Indirect Effects

To determine the effects to deer critical habitat from the action alternatives, the miles of designated roads within critical habitat and acres of deer critical habitat were calculated for each of the action alternatives and are shown in Table 71 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Table 3.3.3 illustrates the road density within critical deer habitat among Districts and alternatives.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 16 miles of designated routes and 20 acres of affected critical deer habitat. Alternative B would have the next largest increase and Alternative E would have the least (10 miles of increase and 13 acres affected).

Nearly all the increase in designated roads are roads that currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Therefore, actual impacts to deer habitat from these alternatives are likely less than mentioned above, because the direct habitat loss and fragmentation already exists. Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

There are approximately 13 miles of these existing undesignated roads (low traffic roads) within deer critical habitat in the hatched travel area, affecting approximately 22 acres of deer critical habitat. Any undesignated routes in this area that would not be designated under the alternatives and would no longer be available for motorized travel. Since the largest net increase of designated routes among Alternatives B, C, and E is approximately two miles, there would be approximately 11 miles of existing undesignated routes that would no longer be available for motorized travel. This would reduce the amount of affected deer critical habitat within the hatched travel area by approximately 19 acres. Therefore, this alternative would reduce the current effects to deer critical habitat within this District. Given time these areas would rejuvenate and provide habitat for deer.

There would be some seasonal closures of routes (e.g. Proposals 3082 and 3001) under these alternatives. This would restrict travel along these roads during the hunting season and in some cases during the fawning season. This would reduce the disturbance hunters would have on deer as well as reduce harvest, and increase deer security areas. Roads that remain closed during the fawning season would also limit human disturbance in those areas, providing a security area for fawning deer.

Specifically proposals 2145, 2146, 2153, 2180, 2048, 2058, 2061, 2085, and 2047 are roads that have been administratively closed in the past for wildlife protection, particularly elk and deer. Although this area is not identified as critical winter or summer deer habitat, past closure of this area to public travel has reduced disturbance to deer during the fawning season and provided a

security area for them during the hunting season. These roads remain administratively closed under Alternative A, but are proposed to be opened to public travel under Alternatives B, C, & E, with a seasonal closure from October 1 to June 1. The critical time for deer is during the fawning season in late spring and early summer and during the hunting season in the fall. Maintaining the closure of these roads between October 1 and June 1 would continue to protect deer during the hunting season and the first part of the fawning season.

According to the best available science, road density should be less than 1.0 miles^2 in critical elk habitat. Deer may tolerate higher road densities than elk before displacement occurs, but the 1.0 miles^2 cutoff used for elk will also be used as the threshold for deer under these alternatives to help in determining the effects the alternatives may have on deer. Road density Forest wide in critical deer habitat is 0.82 miles^2. Among Alternatives B, C, and E road density Forest wide slightly increases. Alternative C has the highest road density at 0.89 miles^2, and the road density for Alternatives B and E are a little lower at 0.82. Average road density under these alternatives would remain below the 1.0 miles^2 threshold and therefore would maintain habitat effectiveness for deer (Table 3.3.3). Some isolated areas may have a higher road density than 1.0 miles^2 and may reduce the quality of deer habitat effectiveness immediately around those areas, but most of these areas are small, and would not adversely affect overall deer habitat on the Forest or the Districts. However, there are larger areas on the Vernal RD that exhibit road densities greater than 1.0 miles^2. Refer to the Vernal RD discussion below for further information (Christensen et al. 1993, pages 2-3)

Table 3.3.3 Average Road Density in Critical Mule Deer Habitat by Alternative

District	ALT A Road Density (Mi Roads/Mi^2 Habitat)	ALT B Road Density (Mi Roads/Mi^2 Habitat)	ALT C Road Density (Mi Roads/Mi^2 Habitat)	ALT D Road Density (Mi Roads/Mi^2 Habitat)	ALT E Road Density (Mi Roads/Mi^2 Habitat)
Flaming Gorge RD	0.93	0.96	0.98	0.93	0.98
Vernal RD	0.74	0.79	0.79	0.75	0.75
Roosevelt/Duchesne RD (North Unit)	0.83	0.86	0.86	0.83	0.85
Roosevelt/Duchesne RD (South Unit)	0.75	0.80	0.83	0.75	0.79
Forest Wide Total	0.82	0.86	0.89	0.82	0.86

Flaming Gorge Ranger District, there would be a net increase in miles of designated routes and acres of deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of six miles of designated routes and six acres of affected critical deer habitat. This District has a road density of 0.93 mile, which is below the recommended cutoff for deer habitat effectiveness. Among these alternatives road density for this District would stay below the 1.0 miles^2 threshold and therefore would maintain habitat effectiveness for deer.

Vernal Ranger District there would little change in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest change in affected deer critical habitat would be in Alternative B with an increase of approximately one acre of affected deer critical habitat.

Road density for this District is 0.74 miles^2 (counting only designated roads), which is below the recommended cutoff of 1.0 miles^2. Road density increases to 1.06 miles^2, when the existing

undesignated roads in the hatched travel area are added. However, Alternatives B, C, and E would reduce the miles of routes in this area that would be available for motorized travel. Road densities of designated routes among these alternatives would stay below the 1.0 miles^2 cutoff for the District.

Portions of higher road densities (greater than 1.0 miles^2) are exhibited in the hatched travel area. However as discussed above all alternatives would reduce the road density in deer critical habitat, in these areas thus improving deer habitat.

Proposals 2145, 2180, 2058, and 2047 are roads that have been administratively closed in the past for wildlife protection, particularly elk and deer. Although this area is not identified as critical winter or summer deer habitat, past closure of this area to public travel has reduced disturbance to deer during the fawning season and provided a security area for them during the hunting season. These roads remain administratively closed under Alternative A, but are proposed to be opened to public travel under Alternatives B, C, and E, with a seasonal closure from October 1 to June 30. The critical time for deer is during the fawning season in late spring and early summer and during the hunting season in the fall. Maintaining the closure of these roads between October 1 and June 30 would continue to protect deer during the critical periods.

Roosevelt/Duchesne Ranger District (North Unit), there would little change in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternatives B and C with an approximate increase of less than one mile of designated routes and approximately one acre of affected deer critical habitat. There was a small increase of low traffic roads and no change on this part of the District for high traffic roads.

Road density within this District is 0.83 miles^2. Among these alternatives road density for this District would stay below the 1.0 miles^2 mile threshold and therefore would maintain habitat effectiveness for deer.

Roosevelt/Duchesne Ranger District (South Unit), there would be a net increase in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of eight miles of designated routes and 13 acres of affected deer critical habitat.

Road density within this District is 0.75 miles^2. Among these alternatives road density for this District would stay below the 1.0 miles^2 threshold and therefore would maintain habitat effectiveness for deer.

The amount of deer critical habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of deer critical habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to deer critical habitat on the Forest. Also, road densities among alternatives and among Districts would stay below the 1.0 miles^2 cutoff and still provide habitat effectiveness for deer.

Alternative D

Under this alternative there would be little change in the amount of designated routes and little change in the amount of acres of deer critical habitat. This is far less than 1% of deer critical habitat on the Forest. Therefore, the effects to deer critical habitat under this alternative would be negligible. Road density under this alternative would remain below the recommended 1.0 mile cutoff and deer habitat effectiveness would be maintained.

At the District level, there would generally be little change in the amount of miles of roads and trails and acres of affected deer critical habitat in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to deer critical habitat would be lower under this

alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected deer critical habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E. Road density among Districts under this alternative would remain below the recommended 1.0 mile cutoff. Therefore, under this alternative, road density should stay at a level that would maintain habitat effectiveness.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the deer population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Golden Eagle

Direct and Indirect Effects

To determine the effects to golden eagle habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of golden eagle habitat were calculated for each of the action alternatives and are shown in Table 74 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected golden eagle habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of approximately 85 miles of designated routes and 132 acres of affected golden eagle habitat. Alternative B would have the next largest increase and Alternative E would have the least (48 miles of increase and 79 acres affected). The majority of increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since golden eagles are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low.

Noise created from use of these routes in Alternatives B, C, & E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, & E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trail construction and routes reconstruction proposed under these alternatives are limited, and may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by golden eagles. However, foraging golden eagles frequent roadsides to feed on carrion, and appear not to be too disturbed by human activities associated with roads. Studies have mixed results, with some studies showing golden eagles disturbed by disturbance and other studies showing golden eagles are not disturbed (Kochert 2002). If displacement does occur, there is ample habitat for any displaced individuals on the Forest. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to golden eagles that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these

areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Much of the resource damage was occurring in riparian areas and meadow areas. Since golden eagles forage in riparian and meadow areas, reduction of routes in these area would result in a reduction in resource damage, improve habitat for golden eagle prey species, and thus improve golden eagle foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

Roads may provide an additional food base for golden eagles, if there is an increase in wildlife vehicle collisions. Golden eagles may forage on road kill that may periodically occur along the side of these roads.

The amount of golden eagle habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of golden eagle habitat that occurs within either the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect golden eagle habitat on the Forest.

Alternative D

Under this alternative there would be an increase of four miles in the amount of designated routes and a net change of 15 acres of golden eagle habitat.

The change in acres under this alternative represents far less than 1% of golden eagle habitat on the Forest. Therefore, the effects to golden eagle habitat under this alternative would be negligible.

There would also be a reduction in the miles of designated routes and acres of affected golden eagle habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Conclusions

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the golden eagle population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Warbling Vireo and Red-naped Sapsucker

Direct and Indirect Effects

To determine the effects to warbling vireo and red-naped sapsucker habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of warbling vireo and red-naped sapsucker habitat were calculated for each of the action alternatives and are shown in Table 75 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected warbling vireo and red-naped sapsucker habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of approximately 25 miles of designated routes and 26 acres of affected warbling vireo and red-naped sapsucker habitat. Alternative B would have the next largest increase and Alternative E would have the least (21 miles of increase and 21 acres affected). The majority of increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since warbling vireos and red-naped sapsuckers are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low.

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trail construction and route reconstruction proposed under these alternatives are limited, and may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by warbling vireos and red-naped sapsuckers. However, nesting and foraging red-naped sapsuckers do not appear to be disturbed by vehicular traffic along roads (Walters et. al. 2002). Therefore, these birds are not likely to be disturbed by noise disturbances associated with routes under these alternatives. However, if displacement (of red-naped sapsuckers or warbling vireos) does occur, there is ample habitat for any displaced individuals in any given drainage on the Forest that contains these species habitat. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to warbling vireos and red-naped sapsuckers that currently exist. These species have likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to these species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by warbling vireos and red-naped sapsuckers in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignaged routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting travel on these routes would reduce the amount of warbling vireo and red-naped sapsucker habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

Alternative D

Under this alternative there would be an increase of five miles in the amount of designated routes and a net change of 13 acres of warbling vireo and red-naped sapsucker habitat. The overall

effects to warbling vireo and red-naped sapsucker habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected warbling vireo and red-naped sapsucker habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E.

The change in acres under this alternative represents far less than 1% of warbling vireo and red-naped sapsucker habitat on the Forest. Therefore, the effects to warbling vireo and red-naped sapsucker habitat under this alternative would be negligible.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the warbling vireo and red-naped sapsucker populations on the Forest or impair the ability of the Forest to provide well-distributed habitat for these species.

Lincoln's Sparrow and Song Sparrow

Direct and Indirect Effects

To determine the effects to Lincoln's sparrow and song sparrow habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of Lincoln's sparrow and song sparrow habitat were calculated for each of the action alternatives and are shown in Table 76 of the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. None of the changes proposed under the action alternatives would affect Lincoln's sparrow or song sparrow habitat on the South Unit portion of the Roosevelt/Duchesne RD. Therefore, this portion of the District was not included in the summary below.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected Lincoln's sparrow and song sparrow habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of approximately four miles of designated routes and seven acres of affected Lincoln's sparrow and song sparrow habitat. Alternative B would have the next largest increase and Alternative E would have the least (three miles of increase and six acres affected). The majority of increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since Lincoln's sparrows and song sparrows are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low.

Nearly all the proposed increase in designated routes currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized). Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. 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. This may potentially cause additional avoidance of the immediate area around the roads by Lincoln's sparrows and song sparrows. Song sparrows do not appear to be affected by noise associated with roads, but Lincoln's sparrows have been known to abandon nests (Arcese et. al. 2002 and Ammon 1995). Therefore, Lincoln's sparrows may be more sensitive to noise disturbance than song sparrows.

However, if displacement does occur, there is ample habitat in any given drainage on the Forest for any displaced individuals, and future nesting would likely take place in those areas. Furthermore, nearly all the routes proposed for designation under these alternatives already exist and would contribute little additional noise disturbance. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to Lincoln's sparrows and song sparrows that currently exist. These species have likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to these species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by Lincoln's sparrows and song sparrows in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting motorized use of these routes for travel would reduce the amount of Lincoln's sparrow and song sparrow habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

Alternative D

Under this alternative there would be little change in the amount of designated routes and little change in the amount of Lincoln's sparrow and song sparrow habitat. The overall effects to Lincoln's sparrow and song sparrow habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected Lincoln's sparrow and song sparrow habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E.

The change in acres under this alternative represents far less than 1% of Lincoln's sparrow and song sparrow habitat on the Forest. Therefore, the effects to Lincoln's sparrow and song sparrow habitat under this alternative would be negligible.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the Lincoln's sparrow and song sparrow populations on the Forest or impair the ability of the Forest to provide well-distributed habitat for these species.

White-tailed Ptarmigan

Direct and Indirect Effects

To determine the effects to white-tailed ptarmigan habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of white-tailed ptarmigan habitat were calculated for each of the action alternatives and are shown in Table 78 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. There is no white-tailed ptarmigan habitat on the South Unit portion of the Roosevelt/Duchesne RD. None of the changes proposed under the action alternatives would affect white-tailed ptarmigan habitat on the Vernal RD or the Flaming Gorge RD. Therefore, the effects to white-tailed ptarmigan habitat would only be summarized for the North Unit portion of the Roosevelt/Duchesne RD.

Alternatives B, C, and E

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Continued use of designated routes would continue to have the same effects to white-tailed ptarmigans that currently exist. This species has likely habituated to the noise disturbance associated with roads or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by white-tailed ptarmigans in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Prohibiting motorized use of these routes for travel would reduce the amount white-tailed ptarmigan habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate

Alternative D

Under this alternative there would be little change in the amount of designated routes and little change in the amount of white-tailed ptarmigan habitat affected. The change in acres under this alternative represents far less than 1% of white-tailed ptarmigan habitat on the Forest. Therefore, the effects to white-tailed ptarmigan habitat under this alternative would be negligible.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the white-tailed Ptarmigan population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Other Species of Concern

Birds of Conservation Concern (Migratory Birds) and Utah Partners in Flight Priority Species

Direct and Indirect Effects

There will be no adverse affects to migratory/priority species key wintering areas, migration routes, or stop-overs. Because the Action Alternatives apply to travel management in the long term, the evaluation of these species will be in the long term perspective.

Changes to the Travel Plan may increase motorized use on some routes. Noise related effects from this increase in use may cause some displacement to some of these species. Some birds, like the pygmy nuthatch (Kingery et. al. 2001) and Williamson’s sapsucker (Dobbs et. al. 1997) are not disturbed by human activities during nesting and are not likely to be disturbed noise associated with any increase use of routes. Other species like the gray vireo may be more susceptible to human disturbance and may move to areas of less human disturbance (Barlow et. al. 1999). It is likely that foraging individuals of bird species would likely habituate to the noise or move to adjacent habitat for foraging. Nesting individuals of bird species, if disturbed during the initial increase of noise associated with the change in use of the routes, would also habituate to the disturbance or move into adjacent habitat to renest that same season or move into adjacent habitat the next nesting season. Also, there are some routes that will have a decrease in use or that

will be closed. This will decrease human disturbance in these areas and provide additional areas of low human disturbance for these species to move into if displaced. Overall, the change in disturbance to these species and their habitat would be small among the action alternatives and is not likely to have any substantial effects to migratory/priority species.

Several of the sensitive and MIS species use habitats that are similar to the migratory birds and PIF priority species primary habitats discussed in the Affected Environment section. For those migratory/priority species that are not sensitive or MIS, they do inhabit similar habitats. Consequently the effects analysis on habitat for these 'similar' species will be used to address effects to those bird species not yet addressed. Below is a summary and discussion of how the effects analysis of sensitive and MIS species relates to migratory birds and the PIF priority species. Habitat for these species directly affected by changes to the Travel Plan under the action alternatives would be relatively small compared to the amount of habitat on the Forest for these species. Refer to the summary below for the appropriate sensitive and MIS analysis for these migratory/priority species.

Alternatives B, C, D, and E

The effects to black rosy-finch habitat will be similar to those discussed for white-tailed ptarmigan. The black rosy-finch inhabits grassy and rocky areas usually above timberline, which overlaps white-tailed ptarmigan habitat (NatureServe 2008). Because habitat for both this finch and the ptarmigan are above timberline and overlap in the alpine, the effects (direct and indirect) from the action alternatives would be similar to both species. As was discussed for white-tailed ptarmigan, effects to the black rosy-finch from the action alternatives would only occur on the North Unit portion of the Roosevelt/Duchesne RD. These effects would be minimal as is discussed under white-tailed ptarmigan in the MIS section of this report, and would not adversely affect the population.

Habitat for the Williamson's sapsucker is characterized by conifer forests such as fir and lodgepole pine and some aspen (NatureServe 2003). Therefore, the effects (direct and indirect) from the action alternatives to Williamson's sapsucker will be similar to those discussed for the three-toed woodpecker and northern goshawk. Although, some direct and indirect effects may occur to Williamson's sapsucker habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under three-toed woodpecker and northern goshawk) and would not adversely affect the population.

Habitat for the broad-tailed hummingbird is characterized by pinon/juniper and conifer often associated with riparian as well as shrublands (NatureServe 2003). Therefore, the effects (direct and indirect) to broad-tailed hummingbird habitat will be similar to those discussed for the peregrine falcon (riparian habitat proximity to conifer), and golden eagle (shrublands and open forest habitats, including pinon/juniper). Although, some direct and indirect effects may occur to broad-tailed hummingbird habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under peregrine falcon and golden eagle) and would not adversely affect the population.

Habitat for the Lewis's woodpecker is characterized by open forest and often associated with burns or logged areas (NatureServe 2003). The effects (direct and indirect to the Lewis's woodpecker will be similar to those discussed for the three-toed woodpecker. Although, some direct and indirect effects may occur to Lewis's woodpecker habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under three-toed woodpecker) and would not adversely affect the population.

Habitat for the pygmy nuthatch is characterized by ponderosa pine forests and less commonly in pinon/juniper (NatureServe 2003). Habitat for the Virginia's warbler is characterized by pinon/juniper and mountain shrub (NatureServe 2003). The effects (direct and indirect) to the

pygmy nuthatch and Virginia's warbler will be similar to those discussed for the three-toed woodpecker, (ponderosa pine habitat type) and golden eagle (pinyon/juniper and mountain brush habitat type). Although, some direct and indirect effects may occur to pygmy nuthatch and Virginia's warbler habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under three-toed woodpecker and golden eagle) and would not adversely affect their populations.

Habitat for the black-throated gray warbler and the pinyon jay is characterized by pinon/juniper (NatureServe 2008), and gray vireo habitat is more characterized by pinon/juniper with a shrub component (NatureServe 2003). The effects to black-throated gray warbler, pinyon jay, and gray vireo habitat will be similar to those discussed for the golden eagle (pinyon/juniper and shrubland habitat type). Although, some direct and indirect effects may occur to black-throated gray warbler, pinyon jay, and gray vireo habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under golden eagle) and would not adversely affect their populations.

Sage sparrows and Brewer's sparrows are tied to sagebrush habitats (NatureServe 2008). As sage grouse are also tied to sagebrush habitat (Connelly et.a l. 2000), the effects to Brewer's sparrows and sage sparrows and their habitat will be similar to those discussed for sage grouse. Although, some direct and indirect effects may occur to these species habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under sage grouse) and would not adversely affect their populations.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives would have minimal effects to the migratory birds and PIF priority species discussed above and would not adversely affect their populations.

3.3.6 Cumulative Effects

Cumulative effects are analyzed within the Forest boundary. This area was selected as the cumulative effects area, because the area is the total land mass of the Forest that could cumulatively be affected by the action alternatives, and it is large enough to capture effects that may cumulatively affect wildlife. The term "wildlife" below refers to T and E species, sensitive species, MIS, and FWS BCC/PIF priority species discussed above.

Because of the small amount of wildlife habitat actually affected among action alternatives, cumulative effects from other activities combined with proposed changes to the Travel Plan under the alternatives would not adversely affect wildlife. For a detailed discussion of cumulative effects see the Wildlife Report available in the Project Record.

SUMMARY OF CONCLUSIONS AND MITIGATIONS

Table 3.3.4 below summarizes the conclusions made for each species considered or discussed in the analysis of this report.

Table 3.3.4 Summary of impact analysis determinations

Species	Status	Determination
Federally Endangered, Threatened, or Candidate Species		
Black-footed Ferret	ESA Endangered	No Effect
Canada Lynx	ESA Threatened	May affect, not likely to adversely affect
Mexican Spotted Owl		
Yellow-billed Cuckoo	ESA Candidate	No Effect
Forest Service Region 4 Sensitive Species		
Bald Eagle	USFS R4 Sensitive	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.
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		
Wolverine		
Trumpeter Swan	USFS R4 Sensitive	No Impact.
Common Loon		
Ashley NF Management Indicator Species		
Mule Deer	MIS	Would not affect the trend or viability of this species population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.
Rocky Mountain Elk		
Northern Goshawk		
Golden Eagle		
Warbling Vireo		
Red-naped Sapsucker		
Lincoln's Sparrow		
Song Sparrow		
Greater Sage Grouse		
White-tailed Ptarmigan		
FWS Birds of Conservation Concern (BCC) and PIF Priority Species		
Black-rosy Finch	PIF Priority Species	Minimal effects to habitat and would not adversely affect the population.
Greater Sage Grouse		
Brewer's Sparrow		
Broad-tailed Hummingbird		
Golden Eagle	FWS BCC	Minimal effects to habitat and would not adversely affect the population.
Pygmy Nuthatch		
Pinyon Jay		

Table 3.3.4 Summary of impact analysis determinations		
Species	**Status**	**Determination**
Sage Sparrow		
Flammulated Owl		
Peregrine Falcon		
Williamson's Sapsucker		
Red-naped Sapsucker		
Black-throated Gray Warbler	PIF Priority Species and FWS BCC	Minimal effects to habitat and would not adversely affect the population.
Gray Vireo		
Virginia's Warbler		
Lewis's Woodpecker		

3.3.7 Mitigation Summary

Canada Lynx - In the event that the location of new routes and reconstruction changes from what is proposed under the action alternatives, the following mitigations should be followed to maintain habitat connectivity for lynx within and between LAU's.

- Locate trails/roads away from forested stringers.
- Minimize building of roads directly on ridgetops or areas identified as important for lynx habitat connectivity.

Northern Goshawk - To minimize effects to goshawks within PFA's, the following mitigation should be applied for any new road/trail construction or reconstruction within the PFA of an occupied goshawk territory.

- Construction of new routes or reconstruction of existing routes 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.

Greater Sage Grouse - To avoid nest abandonment and disruption to breeding sage grouse the following mitigation should be applied to reconstruction activities of routes within sage grouse habitat that is within two miles of an active lek.

- Reconstruction activities of routes within sage grouse habitat that is within two 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.

3.4 Wilderness Potential

3.4.1 Background

RARE I and RARE II - The process used to identify and evaluate National Forest System lands for wilderness suitability began as directed in the Wilderness Act of 1964. Roadless Area Review and Evaluation, or RARE, was initiated in 1971and the final EIS was published in 1973.

In 1977 RARE II was initiated in response to concerns about areas overlooked in RARE I. The RARE II process was conducted using new definitions of roadless attributes. However, the RARE II final EIS was challenged in court and found to be inadequate. The Forest Service responded with regulations requiring roadless evaluation during Forest Planning.

Roadless Evaluations and Forest Plans: In September 1983 revised regulations for the National Forest Management Act of 1976 (CFR 36, Part 219.17) went into effect. A roadless area inventory and an evaluation for wilderness suitability were among the new forest planning requirements. Areas found suitable could be managed as prescribed by forest plans, and would be recommended to Congress for wilderness designation.

Inventoried Roadless Areas - A Forest Plan for the Ashley National Forest was initiated in 1982. The required roadless inventory and wilderness suitability study began in 1983, and 715,405 acres in 13 roadless areas were identified. The 1984 Utah Wilderness Act reduced the acreage of roadless by 273,426 acres through designation of the High Uintas Wilderness Area. The act prohibited further state-wide roadless reviews, however it did not remove inventory and evaluation requirements for subsequent forest plan revisions. No further consideration for roadless or wilderness proposals was made in the final 1986 Forest Plan for the Ashley National Forest. The plan was produced without including roadless area information, due to language in the Utah Wilderness Act. In 2000 the Forest, using current inventory criteria, produced a draft roadless area inventory (map) in anticipation of Forest Plan Revision.

IRAs and the Roadless Rule - In 2001, the Forest Service promulgated a Roadless Rule (36 CFR Part 294) that provided certain protections for Inventoried Roadless Areas (IRAs). That rule has since been the subject of a number of conflicting rulings from the Federal courts.

In May 2001, U.S. District Court Judge Edward Lodge in Idaho issued a preliminary injunction blocking implementation of the Roadless Rule on the grounds that the Forest Service had violated the National Environmental Policy Act (NEPA) by failing to provide adequate information to the public.

In December 2002, the Ninth Circuit Court of Appeals reversed Judge Lodge, rejecting the District Court's assertions that the Rule was illegally adopted. In April 2003, the full court of appeals denied a request by the State of Idaho to reconsider its decision.

However, in July 2003, U.S. District Court Judge Clarence Brimmer in Wyoming (part of the Tenth Circuit) issued an opinion invalidating the Rule and enjoining its implementation.

On May 13, 2005, the USDA issued the “State Petitions Rule”. In July 2005, Tenth Circuit Court of Appeals dismissed environmentalists’ appeal of the Wyoming district court decision and vacated the decision, solely on the grounds that the case was made moot by the Administration’s May 2005 repeal of the Roadless Rule.

On September 20, 2006, the Northern District of California declared the State Petitions Rule invalid. The California court ordered that the State Petitions Rule is “set aside,” the 2001 Roadless Rule be reinstated and specified that “federal defendants are enjoined from taking any further action contrary to the Roadless Rule....”

On August 12, 2008 The Federal District Court for Wyoming again held that the 2001 Roadless Area Conservation Rule was unlawfully promulgated in violation of the National Environmental Policy Act and the Wilderness Act.

The September 20, 2006 and August 12, 2008 rulings place the United States Forest Service in the untenable position of having to comply with one district court's injunction to follow the 2001 Roadless Rule and another district court's injunction not to follow the 2001 Roadless Rule, and raised the specter of contempt allegations in one Court or the other.

On August 20, 2008 the federal government filed motions with both the Wyoming and California district courts requesting that they at least temporarily suspend their injunctions in order to relieve the Forest Service of the potential to be held in contempt of court for complying or not complying with the Roadless Rule.

On December 2, 2008, in response to the federal government's motion and for the sake of judicial comity, Judge Laporte issued a partial stay of her injunction reducing the geographic scope of its injunction to the Ninth Circuit and New Mexico.

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).

Effects to inventoried roadless areas for this analysis are based on NEPA requirements (CFR 36, part 220) to consider effects to the undeveloped character of these areas, and on scoping comments regarding effects to inventoried roadless and potential wilderness.

Potential Wilderness Inventory & Evaluation - In 2004 Forest Service Region 4 (R4) adopted a new protocol for mapping areas to study for wilderness suitability during forest planning. The criteria were more detailed than those found the Forest Service Handbook, and were well suited to using GIS tools to produce and adjust the maps. The naming convention for the inventoried areas included a unique number and a place-named ***undeveloped area***. FSH 1909.12_70 was amended in January 31, 2007, with updated handbook direction consistent with the R4 mapping protocol for undeveloped areas. The handbook directs National Forests to use the term ***potential wilderness*** in place of *undeveloped* in inventories, evaluations, and reports.

The 2004 Region 4 mapping protocol was used to complete the Ashley National Forest draft potential wilderness (undeveloped) area inventory in 2005.Earlier roadless inventories were not used to identify potential wilderness areas. A draft evaluation report was last revised in 2008. NEPA direction includes analysis and disclosure of effects to undeveloped character for these potential wilderness areas as well, but this step has not been completed.

NEPA and the inventories: During the travel management NEPA process several options were considered for this analysis. Our initial approach was to analyze effects to roadless characteristics, as defined by the Roadless Rule, for the IRAs; wilderness attributes would be analyzed for lands in the 2005 Potential Wilderness Inventory. The series of court rulings described earlier enjoined the Forest Service from applying the 2001 Roadless Rule on the Ashley. However, we still have an obligation to consider the effects of the alternatives on the undeveloped character of IRAs as well as potential wilderness areas.

The 2005 Potential Wilderness Inventory best represents lands on the Forest with potential for wilderness designation, because it is based on current data and takes into account the effects of all existing system roads. A comparison of the 2001 and 2005 inventories showed that IRAs included areas with low-standard system roads present, and/or adjacent to motorized waterways whereas these areas were excluded from the 2005 Potential Wilderness Inventory. For example, the IRAs in Wyoming are narrow and flanked by the Flaming Gorge Reservoir (heavily used by motor boats) on one side, and are crossed by Forest roads leading to the Reservoir. In the Roosevelt/Duchesne Ranger District South Unit, the Reservation Ridge Backcountry Byway is

included in Roadless; the earlier inventory criteria did not result in removing this route from the inventory. Lands with this level of effects from motorized uses and other management are typically not assessed as having wilderness attributes, and do not meet current potential wilderness inventory criteria.

Therefore this document discusses effects to wilderness potential by Potential Wilderness Area. In recognition of the high degree of public interest in the 2001 Roadless Inventory, we have included an appendix (Appendix D) with a set of location maps showing 2005 potential wilderness inventory and 2001 roadless inventory. The appendix also displays analysis for roadless inventory lands and wilderness potential in tabular format by listing proposals that are in either or both inventories, and area analysis for potential wilderness areas.

3.4.2 Scope of the Analysis

The analysis area includes all Ashley National Forest Lands inventoried in 2004 and 2005, and evaluated for wilderness potential in 2005 to 2008. Cumulative effects additionally consider effect from past, present, and future actions on National Forest Lands and lands under other management but adjacent to Potential Wilderness.

Issue:

Changes to motorized travel opportunities within inventoried potential wilderness areas could affect the wilderness attributes and wilderness potential. (Wilderness potential could be improved, maintained, reduced, or removed.)

Indicators:

- Miles of roads and trails designated for motorized vehicle travel within potential wilderness areas.
- Acres of hatched travel areas in potential wilderness areas on Vernal Ranger District.

Analysis Scales:

Individual inventoried potential wilderness areas and combined areas in the four analysis units; the units are the Flaming Gorge R.D., Vernal R.D, Roosevelt-Duchesne R.D.-North Unit, and Roosevelt-Duchesne R.D.-South Unit.

3.4.3 Management Direction

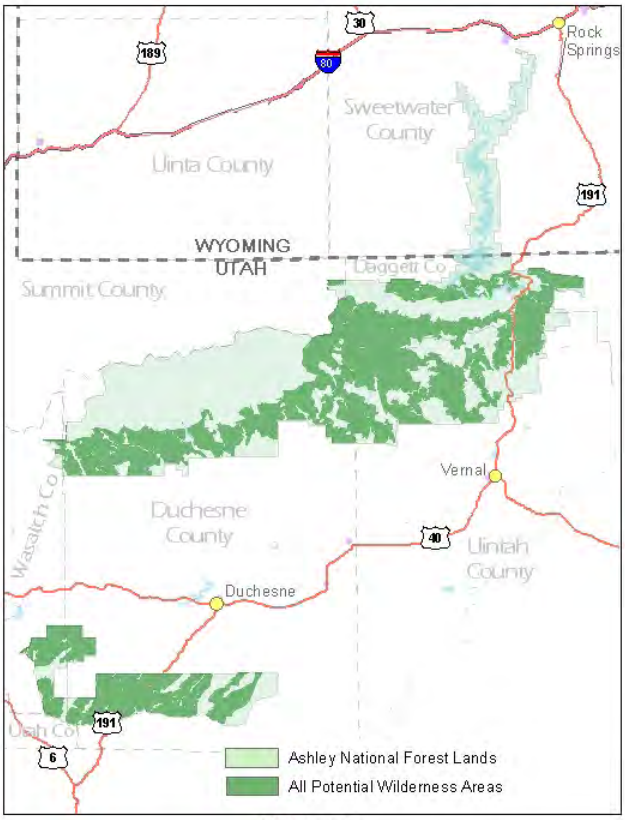
National Dirction is included in 36 CFR Part 220. One of the factors for determining the level of NEPA needed is the presence of inventoried roadless or potential wilderness in or near the project area, and the potential for proposals to alter the undeveloped character of an inventoried roadless area or a potential wilderness area. Methods of analysis are not specified; however, tools for evaluating wilderness are available in the wilderness attribute rating system developed for RARE II. Factors used in evaluating the wilderness capability quality of wilderness potential, as found in FSH 1909.12_70.

Regional Guidance is provided in *Suggestions for analyzing the effects to wilderness potential from project activities within Inventoried Roadless Areas*, (Welsh, 2008). The internal Forest Service process paper includes suggestions for describing and analyzing effects to roadless characteristics and wilderness potential. The process paper describes a cross-walk between the wilderness capability quality factors and wilderness attributes.

Forest Plan Direction is not provided for Ashley National Forest roadless lands or other lands with wilderness potential as described in the *Background* section.

3.4.4 Affected Environment

The Ashley National Forest has 37 inventoried potential wilderness areas across the forest totaling 676,869 acres. They are separated from each other by road corridors and other developments or area uses excluded using the inventory criteria. Three of the areas are connected to roadless on the Wasatch-Cache-Uinta National Forests. Three areas that cross ranger district boundaries are divided for the report below.



Vicinity Map

Four units on the Forest are used for the analysis; each of the three ranger districts on the Forest, with the Roosevelt-Duchesne District split into north and south units. Some of the potential wilderness areas cross these divisions (district boundaries).

These areas all meet the inventory criteria, but conditions of wilderness attributes vary within and between areas. Table 3.4.1 shows the acres and existing miles of routes within of the potential wilderness areas by District. The information below summarizes wilderness attributes for those areas with site specific route designation proposals. Additional information for each area is available in for all areas in the Wilderness Potential Report for Travel Management (available in the Project Record), and for even greater detail the *2008 Draft Potential Wilderness Evaluation Report.* (Available on the Ashley National Forest website www.fs.fed.us/r4/ashley/projects/forest_plan_revision/forest_plan_home.shtml).

Table 3.4.1 Existing Miles of Route Type and Motorized Status

Potential Wilderness Acres by Ranger District		Road Open	Trail Open	Unauth. Route	Undesig. Route	Road Closed	Trail Closed	Non-motorized	Hatched Travel Acres
Flaming Gorge - 138,212		0	20	39	NA	0	0	87	NA
Vernal - 210,670		2	52	39	49	0	0	166	83,101
Roosevelt-Duchesne N. U. - 173,164		0	8	93	NA	8	0	93	NA
Roosevelt-Duchesne S.U. - 154,821		5	7	61	NA	0	0	58	NA
Forest Totals	676,867 Acres	7	87	232	57	8	0	404	83,101

Flaming Gorge Ranger District

The Flaming Gorge Ranger District has 138,212 acres of potential wilderness in ten separate areas. One, the Widdop Mountain (401020) is connected to roadless lands on the Wasatch-Cache-Uinta National Forests, and two others (0401107 and 401204) include lands on either side of the boundary between the Flaming Gorge and Vernal Ranger Districts. Only two areas, 0401007 (Roadshed), and 0401204 (Mount Lena) have individual proposals that could affect wilderness potential. Roadshed is described here, and Mount Lena is described in the Vernal District because the majority of each area is on the respective district. Area location maps by district are included in the wilderness potential appendix.

401107 - Roadshed, 37,805 acres: Of the total, 3029 acres are on the Vernal Ranger District; 34,776 acres are on the Flaming Gorge Ranger District. Elevations range from 7,500 feet along the northern boundary of the area to 9,750 feet near Leidy Peak.

Wilderness attributes are present; the area is mostly untrammeled, natural, and undeveloped. There is recreation use on trails for motorized and non-motorized travel, and livestock grazing allotments and permits. Soils and vegetation have minor effects from livestock grazing, and to aquatic systems from impoundments and fish stocking. Several small grazing developments are included. Canals, electrical power lines, and roads are present along most of the area boundaries, and there are strong effects to these attributes along the boundaries. Solitude and primitive recreation are possible, but are limited by the area's narrow width between roads and motorized trails that cross the area. The area's narrow width and proximity to developed areas would make it difficult to manage as wilderness, particularly along the eastern end.

Travel routes and areas – 28 miles of ATV trails, 2666 acres of hatched travel area (Vernal District only) and 23 miles of non-motorized trails. There are fewer than five miles of unauthorized and undesignated routes.

D2 - Vernal Ranger District

The Vernal Ranger District has 210,670 acres of potential wilderness in ten separate areas. Two areas (0401107 and 401204) include lands on either side of the boundary between the Flaming Gorge and Vernal Ranger Districts. One area (0401209) includes lands on either side of the boundary between the Roosevelt-Duchesne and Vernal Ranger Districts. Each of the ten areas includes part of the open travel areas unique to the Vernal Ranger District; open travel areas make up 83,101 acres of the total potential wilderness on the district. The seven areas with proposed changes in travel route designations, in addition to Roadshed (shown in Flaming Gorge information) are described below. Location maps for the areas are shown in the wilderness potential appendix.

401201 - South Slope High Country, 85,024 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Over 100 miles of non-motorized trails are used, some as access to the High Uintas Wilderness. The only ATV trail is in Lost Park, and is less than two miles long. There are a few undesignated or unauthorized routes with motorized use within the area. Soils and vegetation have minor effects from livestock grazing, small livestock developments, and to aquatic systems from impoundments and non-native fish. Roads are present along but outside the southern boundary. Opportunities for solitude and primitive recreation are excellent; ROS is mostly semi-primitive non-motorized and primitive. The area's common boundary with the High Uintas Wilderness and other potential wilderness provides the potential for a manageable boundary in combination with other areas.

Travel routes and areas – two miles of designated ATV trails, six miles unauthorized routes, and two miles of undesignated routes in 17,170 acres of hatched travel area.

401202 - Dyer Mountain, 10,185 acres: Wilderness attributes are present; but the area has some apparent effects of human use to untrammeled, natural, and undeveloped attributes. There are two corridors along excluded roads, modified areas, and a private in-holding. There is recreation use on ATV trails and undesignated routes, and livestock grazing allotments with small developments. Solitude and primitive recreation are possible due to topography, but limited by use on motorized trails. The area's boundaries would be difficult to manage in their current locations.

Travel routes and areas – Three miles of designated ATV trails, one mile unauthorized routes, and 12 miles of undesignated routes in 8,241 acres of hatched travel area.

401203 - Grizzly Ridge, 11,467 acres: Wilderness attributes are present; but the area has some impacts to untrammeled, natural, and undeveloped attributes. There are two excluded road corridors penetrate the area from the east. There is recreation use on ATV trails and undesignated routes, and several dispersed camp sites along the perimeter. Livestock grazing allotments have a few small developments. Developments and motorized uses in the area are minor but widespread. Solitude and primitive recreation are possible due to topography. The area's boundaries would be difficult to manage in their current locations due to the close proximity to main roads, including U.S Highway 191.

Travel routes and areas – six miles of designated ATV trails and five miles of undesignated routes in 9,311 acres of hatched travel area.

401204 - Mount Lena, 31,494 acres: 23,603 acres are on the Vernal Ranger District, and 7,891 acres are on the Flaming Gorge Ranger District. Wilderness attributes are present; but the area has apparent impacts to untrammeled, natural, and undeveloped attributes. Non-native species, such as rainbow trout stocked in Cart Creek, and non-native plants, have slightly altered natural composition. Livestock watering ponds and spring developments, and livestock grazing have affected hydrologic systems. Three ATV trails and numerous unclassified roads are in use. The Limber Flag Yurt is located in the most southern part of the area. The yurt is available for overnight use by hikers and ATV users during summer and fall months, and snowmobilers and skiers in winter. The grazing permit currently allows motorized access to the numerous stock ponds, fences, and spring developments. Solitude and primitive recreation are possible due to topography and the large size of the area. The area has several inventoried historic sites and routes. About half of the boundaries can be located on the ground; adjustments would be needed to improve manageability.

Travel routes and areas – 13 miles of ATV trails, two mile unauthorized routes, and four miles of undesignated routes in 9,311 acres of hatched travel area.

401205 - Brush Creek, 5,936 acres: Wilderness attributes are present; but the area has apparent impacts to untrammeled, natural, and undeveloped attributes. Livestock grazing, heavy dispersed recreation use, and city lights from Vernal have moderately affected the area's naturalness and undeveloped character. The northern boundary area of Brush Creek is one of the areas most heavily used for dispersed camping and other recreation on the forest. About two-thirds of the area is mapped as motorized ROS classes. The area’s narrow width results in affects from sights, sounds, and smells of motorized activities along the boundaries. Solitude and primitive recreation are difficult to find due to the area's narrow width between designated roads. Managing the area as wilderness would be difficult due to developments throughout the area, excluded road corridors, and activities in the corridors.

Travel routes and areas – 14 miles of designated ATV trails, nine miles unauthorized routes, and six miles of undesignated routes in 4,104 acres in a hatched travel area.

401206 - Ashley Gorge, 31,869 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped along Ashley Gorge and Black Canyon. Human uses

have had more effect along Grasshopper Flats and other areas outside of the canyons due to livestock grazing and heavy dispersed motorized recreation uses. Opportunities for solitude and primitive recreation are excellent within the canyons. ROS is mostly semi-primitive non-motorized and primitive. The Ashley Gorge Research Natural Area (1,085 acres) is located along the fork of Red Pine Creek, Cow Canyon Creek, and Ashley Gorge Greek, and the gorge is considered a special feature by local citizens. A portion of the Sims Peak Potholes Research Natural Area (650 acres) is within the western boundary near South Fork of Ashley Creek. About half of the area's boundaries can be located on the ground and would be manageable, but boundary adjustments would needed to conflicts.

Travel routes and areas – 21 miles of designated ATV trails, 14 miles unauthorized routes, and three miles of undesignated routes in 5,058 acres of hatched travel area.

401209 - Lower Whiterocks, 32,611 acres: 22,744 acres are on the Vernal Ranger District, and 9866 acres are on the Roosevelt-Duchesne District North Unit. Wilderness attributes are present; the area is untrammeled, natural, and undeveloped particularly outside of the Whiterocks road corridor. Evidence of human uses is very minor, and include dispersed camping areas, irrigation ditches, and grazing developments. Opportunities for solitude and primitive recreation are present, though not in large areas due to the area's narrow width either side of the road corridor. Whiterocks Cave is a special and unique feature. The presence of excluded roads, particularly Whiterocks road which penetrates the area for 5.5 miles, would make the area difficult to manage.

Travel routes and areas – no designated ATV trails, five miles unauthorized routes, and six miles of undesignated routes in 18,926 acres of hatched travel area.

D3U – Roosevelt-Duchesne Ranger District, North Unit:

The Uintas part of the Roosevelt-Duchesne Ranger District has 173,164 acres of potential wilderness in eight separate areas. Whiterocks (401209) includes lands on either side of the boundary between the Roosevelt-Duchesne and Vernal Ranger Districts, and is discussed in the Vernal Ranger District section. Area location maps by district are included in the wilderness potential appendix.

401301 - High Uintas A, 21,669 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is very minor, and includes dispersed camping areas, irrigation ditches, and grazing developments. Opportunities for solitude and primitive recreation are present, including non-motorized trails into the area and adjacent wilderness. The exception would be the corridor and area near Moon Lake Lodge, where sights and sound of others would interrupt solitude. The High Uintas Wilderness lies along the northern boundary; other boundaries may need adjustment to improve manageability.

Travel routes and areas – four miles of designated ATV trails and 10 miles unauthorized routes.

401301 - High Uintas B, 46,413 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is very minor, and includes dispersed camping areas, irrigation ditches, and grazing developments. Opportunities for solitude and primitive recreation are present, including non-motorized trails into the area and adjacent wilderness. The High Uintas Wilderness lies along the northern boundary; other boundaries may need adjustment to improve manageability.

Travel routes and areas – no designated ATV trails or roads and 18 miles unauthorized routes.

401301 - High Uintas C, 48,851 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is very minor, and includes dispersed camping areas, irrigation ditches, and grazing developments. The exception is areas along the Rock Creek Road, where additional recreation developments interrupt the undeveloped character. Opportunities for solitude and primitive recreation are present, outside of the road

corridor, and include non-motorized trails into the adjacent wilderness. The High Uintas Wilderness lies along the northern boundary; other boundaries may need adjustment to improve manageability due to their close proximity to roads and developments.

Travel routes and areas – no designated ATV trails or roads and 21 miles unauthorized routes.

401302 - Rhoades Canyon, 6,137 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is minor, except along the North Fork road, and public and private developments there. Other effects include minor grazing developments. Opportunities for solitude and primitive recreation are present away from the main road corridor, and include non-motorized trails into the adjacent wilderness. The High Uintas Wilderness lies along the northern boundary; other boundaries would be difficult to manage unless adjacent lands on the Wasatch-Cache-Uinta N. F. were added to increase the area's size and its locatable boundaries.

Travel routes and areas – 0 miles of designated roads, 31 miles of designated ATV trails, and more than two miles unauthorized routes.

401303 - Big Ridge, 22,214 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is minor, and includes minor grazing developments and dispersed motorized recreation uses. Opportunities for solitude and primitive recreation are present away from the main roads along the outer boundary and into the area's center from the south. The area is surrounded by roads, but the terrain is very limiting to incompatible uses; it could be managed as wilderness with boundary adjustments.

Travel routes and areas – 15 miles of designated ATV trails and 23 miles unauthorized routes.

401304 - Hells Canyon, 4,790 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped, with moderate effects due to the area's small size. Evidence of human use includes minor grazing developments and the close proximity and motorized use on boundary roads and in excluded road corridors. Opportunities for solitude and primitive recreation are present away from the main roads, but the area would be difficult to manage as wilderness due to the mid-slope boundary location along the west.

Travel routes and areas –one mile of designated ATV trails and two miles unauthorized routes.

401305 - Pole Creek, 13,224 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped Evidence of human uses includes minor grazing developments and the close proximity and motorized use on on unauthorized routes. There are opportunities for solitude; most of the area has semi-primitive ROS classes. The area would be difficult to manage as wilderness due to its juxtaposition between a main forest road and the Forest boundary with other ownerships.

Travel routes and areas –0 miles of designated ATV trails and 11 miles unauthorized routes.

D3U – Roosevelt-Duchesne Ranger District, South Unit

The Uintas part of the Roosevelt-Duchesne Ranger District has 154821 acres of potential wilderness in eight separate areas. One area (0401209) includes lands on either side of the boundary between the Roosevelt-Duchesne and Vernal Ranger Districts. Area location maps by district are included in the wilderness potential appendix.

401402 - Timber Canyon East, 9,467 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses includes minor grazing developments and motorized use on unauthorized routes and roads along the boundaries. There are opportunities for solitude; most of the area has semi-primitive ROS classes. The area would be manageable as wilderness if boundaries could be located away forest roads.

Travel routes and areas –0 miles of designated ATV trails or roads, and seven miles unauthorized routes.

401403 - Indian Springs, 5,231 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Apparent human use includes minor grazing developments and the close proximity and motorized use on roads in excluded corridors, and on unauthorized routes. Opportunities for solitude would be difficult due to use on excluded road corridors in the small area. The area would be difficult to manage as wilderness due to its excluded corridors and other boundary issues along roads.

Travel routes and areas - Four miles of designated ATV trails and five miles unauthorized routes.

401404 - Mill Hollow, 6,131 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Apparent human use includes minor grazing developments and the close proximity and motorized use on roads in excluded corridors, and on unauthorized routes. Opportunities for solitude would be difficult due to use on excluded road corridors in the small area. The area would be difficult to manage as wilderness due to its excluded corridors and other boundary issues along roads.

Travel routes and areas –six miles of designated and two miles unauthorized routes.

401405 - First Canyon, 6,748 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Apparent human use includes minor grazing developments and the close proximity and motorized use on roads in excluded corridors, and on unauthorized routes. Opportunities for solitude would be difficult due to use on excluded road corridors in the small area. The area would be difficult to manage as wilderness due to its excluded corridors and other boundary issues along roads.

Travel routes and areas –four miles of designated and six miles unauthorized routes.

401406 - Right Fork Indian Canyon, 37,474 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses includes minor grazing developments, and the close proximity and motorized use on unauthorized routes and on roads in the several excluded road corridors. There are opportunities for solitude and primitive recreation, particularly in the core of the area where the ROS is semi-primitive non-motorized. The area could be managed as wilderness if the number of excluded road corridors were reduced and other boundary adjustments were made.

Travel routes and areas –two miles of designated ATV trails and eight miles unauthorized routes.

401407 - Cottonwood, 25,989 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses includes minor grazing developments, and the close proximity and motorized use on unauthorized routes and on roads in the several excluded road corridors. There are opportunities for solitude and primitive recreation, particularly in the core of the area where the ROS is semi-primitive non-motorized. The area could be managed as wilderness if excluded road corridors were reduced and other boundary adjustments were made.

Travel routes and areas – one mile of designated and eight miles unauthorized routes.

401410 - Alkali Canyon, 16,885 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped, but there is minor evidence of human uses. Livestock grazing and grazing developments, the proximity and motorized use on unauthorized routes and boundary routes is apparent, especially from ridge tops. There are opportunities for solitude; much of the area has semi-primitive ROS classes. The area would be difficult to manage as wilderness due to its juxtaposition between forest roads with yearlong use, and its several excluded road corridors.

Travel routes and areas –0 miles of designated ATV trails and eight miles unauthorized routes.

3.4.5 Environmental Consequences of Alternatives

Direct and Indirect Effects

Summary

Alternative A would allow continued uses as they are now, with changes over time to travel restrictions and opportunities in individual routes and areas. The alternative would result in negative effects to wilderness potential on the Vernal Ranger District, and no effects in the other areas.

Alternative D designates the fewest new routes of all the alternatives and would result in smallest area available for dispersed camping. Alternative D would have the most positive effects on wilderness potential forest-wide.

Alternatives B, and E would generally be about the same, with a mix of effects that would generally be considered slightly positive on most of the Forest.

Alternative C would be neutral, with both positive and negative effects not present under Alternative A, depending on the specific potential wilderness area.

An exception for Alternatives B, C, and E would be the North part of the Roosevelt-Duchesne Ranger District. These Alternatives would be less desirable than Alternative A because of the high number and miles of routes converted to designated trails open to all vehicles in these Alternatives, and the resulting potential for added effects in the potential wilderness areas.

Alternatives B, C, D, and E would result in a reduction of about 40 acres less area (area 401204) with wilderness potential on the Vernal Ranger District in any re-inventory or updated draft of potential wilderness areas. The proposal does not fall within any 2001 inventoried roadless areas.

General effects by type of proposal

The types of proposals in each alternative are consistent with developments and uses that are allowed by the inventory (mapping) criteria. Even so, proposals within the inventoried potential wilderness areas were reviewed for changes that could affect the location of inventory boundaries. The Action alternatives all have proposals that would result in changes to the draft potential wilderness area inventory of approximately 40 acres as discussed in the above paragraph. Each of route types and uses are described below by effects they would generally have in the alternatives.

Roads – Thirteen segments of unimproved roads are included in the draft inventory areas total 10.3 miles. One 0.6 mile segment of improved road is also included, and it is proposed for a change of status to unimproved in all alternatives (proposal 2026). One-half mile of undesignated route proposed (Proposal 2345) for designation as an unimproved road, this route is not within an inventoried roadless area. No other changes to road designations.

Undesignated routes, unauthorized routes, and trails for all vehicles – Very few of these routes are constructed (engineered and built with surfacing). Many undesignated or unauthorized routes have developed through multiple recreation users traveling the route over several seasons. Others are routes developed for resource management objectives, but not designated as Forest roads. These routes are generally wide enough for one full size vehicle. Most proposed designations of trails for all vehicles in Alternatives B, C, D, and E are along existing undesignated routes (in hatched travel areas) or unauthorized routes (outside hatched travel areas).

Use on these routes can affect naturalness; exotic plants, including noxious weeds may be introduced or spread, surfacing can erode, and displaced water can carry sediments to streams and lakes. Roads are also an effect to undeveloped character, and their use may affect opportunities

for solitude and primitive recreation. If these effects are large in scale or distribution, they could reduce the condition of wilderness attributes and the wilderness capability of an area. These routes would have effects great enough to remove wilderness potential only with route density and heavy use that the removed undeveloped character, integrity of natural systems, or remoteness and opportunities for primitive recreation within the larger area.

Removing use from these routes would generally be considered positive for wilderness potential and/or attributes, particularly if the closure is accompanied by restoration measures to reduce erosion, weed spread, or other effects to naturalness and undeveloped character. Removing routes may also result in increased opportunities for solitude and primitive recreation, depending on density and relative location of other motorized routes.

Continued motorized travel on existing classified (designated) roads and trails where it is already occurring is not expected to produce new negative effects on wilderness attributes and potential. Continued use on unauthorized or unclassified routes could have additional effects, depending on specific resource conditions, the type of route, amount of use on the route, and the density of routes in the area, and route proliferation in these relatively undeveloped settings (see recreation for more on route proliferation).

Motorized trails for vehicles less than 50 inches wide (ATV trails, motorcycle trails) – these trails are narrower than roads. They occupy less surface area and have smaller cleared corridors due to the width of the design vehicles. Use of these trails generally results in the same kinds of effects as those from roads and other full size vehicle routes, but the narrower width means the corridor of immediate effects is smaller (narrower) depending on location. The exception would be effects to undeveloped character. The narrower width of these trails would generally be less to undeveloped character than the effect of roads. On the other hand, ATVs and motor bikes are often louder than full size vehicles, and those participating usually come to the forest in groups of two or more vehicles. Noise from use on these trails would have more affect on undeveloped character and opportunities for solitude than roads and trails for full size vehicles. On the balance all motorized vehicle routes and uses are about equal on their effects to wilderness attributes, depending on site specific conditions and use.

Non-motorized trails (mountain biking, stock use, hiking and back packing) – These trails are usually narrower than roads; the standard minimum width on the ground is 24 inches. Other trail standards, such as maximum grades and surface construction, and water displacement systems are similar to those for roads and motorized trails. Noise from use is usually a minor factor on these trails, when compared to ATV trails. Though there may be site specific exceptions, these trails generally have little effect on wilderness attributes, and could contribute to opportunities for solitude and primitive recreation. Due to the lack of proposals and effects, these trails will not be further evaluated.

Dispersed camping with motorized vehicles – this type of camping includes car, truck, and OHV camping with tents or open air, and RV camping with pickup campers, trailers, or motorized RVS. Most heavily used dispersed camping areas identified by the public and forest personnel, and excluded from potential wilderness during the inventory process. Still, some dispersed camping with motorized vehicles does occur inside of these areas along boundaries and along included roads, undesignated routes, and unauthorized routes. Negative effects of dispersed camping on wilderness attributes were generally accounted for in the inventory and evaluation process.

Effects common to all action alternatives

The potential wilderness inventory and evaluation for the Forest is a draft map and document until the Forest Plan is revised, amended, or otherwise changed. The draft inventory map has been overlain with travel proposals to determine any potential change to the areas size and boundaries,

based on the mapping criteria for potential wilderness. Only proposal 2354, in potential wilderness area 401201, would result in a change to area boundaries during any revision to the inventory. The route is less than 0.1 miles long, and re-mapping of inventory boundaries would remove 40 acres from the inventory in one corner. The effect, then, would be a loss of 40 acres of area with wilderness potential in Alternatives B, C, D, and E.

All action alternatives would reduce the amount of area available for dispersed camping to 150 feet of designated routes where dispersed camping is shown as allowed on the travel map. This would result in less area where wilderness attributes would be affected along roads near potential wilderness boundaries and along excluded road corridors. The change in area available for dispersed camping, then, would be considered a positive effect to wilderness potential in all areas across the Forest because all of the areas have a road along at least part of their boundaries.

In all action alternatives travel with motorized vehicles on undesignated routes in the hatched area would no longer be allowed. This change is considered a positive effect to wilderness potential because it would reduce the potential for degradation of wilderness attributes from travel on existing undesignated routes and from route proliferation. Across the forest there are many additional unauthorized routes where travel by motorized vehicle is occurring. While these effects vary from area to area, the general effects of reducing the number of route available by not designating all of them would be a positive effect for wilderness attributes and potential.

Effects of Alternative A

Dispersed camping is allowed within 300 feet of designated and undesignated routes across the forest except where specifically closed. When including the undesignated routes in the hatched travel area Alternative A has the most routes with motorized travel and dispersed camping, within potential wilderness areas. These effects are minor and ongoing across the Flaming Gorge and Roosevelt-Duchesne Ranger Districts, and will not affect wilderness attributes or potential over time in these areas.

Table 3.4.2 Alternative A - Miles of Route Type and Motorized Status

Acres of Potential Wilderness by Ranger District		Road Open	Trail Open	Undesig. Route	Road Closed	Trail Closed	Non-motorized	Hatched Travel Acres
Flaming Gorge - 138,212		0	20	NA	0	0	87	NA
Vernal - 210,670		2	52	49	0	0	166	83,101
Roosevelt-Duchesne N. U. - 173,164		0	8	NA	8	0	93	NA
Roosevelt-Duchesne S.U. - 154,821		5	7	NA	0	0	58	NA
Forest Totals	676,867 Acres	7	87	57	8	0	404	83,101

Flaming Gorge Ranger District: Alternative A would have no changes, than the other alternatives. There may be some motorized travel on an additional 39 miles of unauthorized routes, and dispersed camping along the boundaries of some areas.

Vernal Ranger District: Negative effects would occur over time on the Vernal Ranger District under Alternative A. Motorized travel is allowed on undesignated routes in the Vernal Ranger District hatched travel area, and on many unauthorized routes. The hatched travel areas are also resulting in route proliferation and increasing areas of dispersed camping (see recreation section for more on route proliferation). Within and near the hatched areas in potential wilderness conditions of wilderness attributes will be degraded in potential wilderness areas and wilderness potential could be reduced.

Roosevelt Duchesne Ranger District North Unit: Wilderness attributes are in good condition throughout most of these areas, but the undeveloped character and untrammeled nature of the areas is being degraded in some areas along unauthorized routes and dispersed camping areas. Some route proliferation is occurring in areas with gentle terrain. Wilderness attributes and overall wilderness potential will be most difficult to maintain under Alternative A.

Roosevelt Duchesne Ranger District South Unit: The area receives less recreation use than most of the Forest, though the area is most popular during hunting season. Wilderness attributes and potential could be maintained in the area under existing travel management.

Effects of Alternative B

In addition to effects common to all alternatives, Alternatives B would have a mix of effects that would generally be considered positive on most of the Forest.

Table 3.4.3 Alternative B: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.	0	0	16	0	0	91
Vernal R.D.	0	7	32	1	8	177
Roosevelt-Duchesne N.U.	1	11	11	3	0	93
Roosevelt-Duchesne S.U.	5	8	5	0	0	58
Forest Total	**6**	**26**	**64**	**4**	**8**	**419**

Flaming Gorge Ranger District: Alternative B would have positive effects, including the reduction of the area available for dispersed camping, clarified restrictions to motorized travel on unauthorized routes, and the change in travel from Proposal 1005 from a motorized trail to a non-motorized trail in Roadshed Potential Wilderness Area (401007).

Vernal Ranger District: Wilderness attributes would be maintained across most of the areas if Alternative B were selected. The designation of motorized routes, the removal of the hatched travel area designations, and restriction of dispersed camping to 150 feet from designated routes would neutralize ongoing effects to wilderness attributes. The exception would be from Proposal 2350, as described in effects common to all action alternatives. In Ashley Gorge potential wilderness area (401201) the closure of seven miles of ATV trails would improve conditions for

wilderness attributes of manageability and opportunities for solitude by reducing motorized effects and potential boundary conflicts.

Roosevelt Duchesne Ranger District North Unit: There are several proposals for designation of motorized trails open to all vehicles and for ATVs (trail vehicles) across the areas. Effects from Alternative B are more varied between potential wilderness areas in this unit. Like the other parts of the Forest, new dispersed camping restrictions would have positive effects. In individual areas the effects are of proposals are mostly positive. See the potential wilderness Appendix C for detailed effects of proposals by area.

Roosevelt Duchesne Ranger District South Unit: Most effects from Alternative B would be positive due forest-wide travel changes. An exception is proposal 4001 in the Alkali Canyon Potential Wilderness Area (401410). The proposal would designate four miles of trails open to all vehicles into a narrow are of semi-primitive non-motorized ROS, and with proposals 4002 and 4003 effectively eliminate non-motorized opportunities from the area, thereby negatively affecting wilderness attributes of solitude and primitive recreation.

Effects of Alternative C

In addition to effects common to all alternatives, Alternatives C would have a mix of effects that would generally be considered neutral in most of the potential wilderness areas.

Table 3.4.4 Alternative C: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.	0	0	16	0	0	91
Vernal R.D.	2	7	40	0	2	177
Roosevelt-Duchesne N.U.	2	15	11	2	0	93
Roosevelt-Duchesne S.U.	5	11	5	0	0	55
Forest Total	**9**	**33**	**72**	**2**	**2**	**416**

Flaming Gorge Ranger District: The effects of Alternative C would be the same as Alternative B.

Vernal Ranger District: Wilderness attributes would be maintained across most of the areas if Alternative C were selected. The designation of routes available for travel, the removal of the hatched travel area designations, and restriction of dispersed camping up to 150 feet from designated routes would neutralize or reduce ongoing effects to wilderness attributes.

Roosevelt Duchesne Ranger District North Unit: There are several proposals for new motorized trails for all vehicles and trail vehicles in the areas. Alternative C adds an addition seven trails for all vehicles to access dispersed camping areas in the potential wilderness areas. Each trail is less than .5 miles, and effects are expected to be minimal, particularly when balanced with new camping restrictions forest-wide. Proposal 3025 would also open one mile of road that is currently closed in High Uintas B Potential Wilderness Area (401301). ROS would change from semi-primitive non-motorized to semi-primitive motorized on about 200 acres from this

change, but wilderness attributes of opportunities for primitive recreation and solitude would be minimally affected due to terrain and remoteness in the area. See the potential wilderness appendix for effects of proposals by area.

Roosevelt Duchesne Ranger District South Unit: Effects from Alternative C would be the same as Alternative B in all areas except Cottonwood potential wilderness area (401407). Proposal 4006 would bisect the core of the area, and introduce new negative effects to solitude an to undeveloped character.

Effects of Alternative D

Alternative D would have the most positive effects for wilderness potential. In addition to the effects of all action alternatives, this alternative would result in the designation of the fewest motorized trails of all the alternatives in areas with wilderness potential. Wilderness attributes of solitude and primitive recreation, and manageability would have the most positive effects; this would be true for some areas on the Vernal Ranger District and all area of the Roosevelt Duchesne Ranger District, North Unit.

Table 3.4.5 Alternative D: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.		0	16	0	0	91
Vernal R.D.	0	2	17	1	12	186
Roosevelt-Duchesne N.U.	0	0	4	8	4	93
Roosevelt-Duchesne S.U.	5	3	4	0	2	58
Forest Total	**5**	**6**	**41**	**9**	**18**	**428**

F**laming Gorge Ranger District:** Alternative D would be the same as Alternatives B, except the closure of additional ATV trails in Roadshed potential wilderness area (401107).

Vernal Ranger District: Alternative D would be best for maintaining wilderness potential across the district, and improving potential in some areas. Several fewer routes would be designated than in other alternatives. In Mount Lena potential wilderness area (401204) eleven miles of existing ATV trails would be closed, and only 3 of the 5 all vehicle trails proposed in other alternatives would be available under Alternative D. Though other minor effects to wilderness attributes would remain, the reduction in motorized use would improve opportunities for solitude and primitive recreation, and would improve manageability. There would also be no new trail designations in Whiterocks potential wilderness area (401209), and wilderness attributes would be easily maintained. Effects would be similar to Alternative B in Ashley Gorge potential wilderness area (401206) due to the ATV trail closures.

Roosevelt Duchesne Ranger District North Unit: Alternative D would be best for maintaining wilderness potential across the district, would result in improved conditions of all wilderness

attributes in potential wilderness. No existing closed roads or trails would be opened, and no new motorized trails would be designated.

Roosevelt Duchesne Ranger District South Unit: Alternative D would be best for retaining wilderness potential in the south unit. Proposals 4001, 4002, and 4003 in Alkali Canyon potential wilderness area (410410) would not be implemented. Opportunities for solitude and primitive recreation attributes would not be affected in the area.

Effects of Alternative E

Alternative E would effects similar to Alternative B overall. In some areas the alternative has fewer designations of new trails for all vehicles as dispersed camping access, in addition to the effects of all action alternatives.

Table 3.4.6 Alternative E: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.	0	0	16	0	0	91
Vernal R.D.	0	7	33	1	8	177
Roosevelt-Duchesne N.U.	2	9	11	2	0	93
Roosevelt-Duchesne S.U.	5	6	4	0	0	58
Forest Total	**8**	**22**	**64**	**3**	**8**	**419**

Flaming Gorge Ranger District: The proposals and effects of Alternative E would be the same as Alternative D.

Vernal Ranger District: The proposals and effects of Alternative E would be the same as Alternative B.

Roosevelt Duchesne Ranger District North Unit: The effects would be similar to Alternative B; most of the proposals are the same. The Alternative does offer seven fewer trails for all vehicles to dispersed camp areas, but these trails are all less than 0.5 miles; four of them are in the Big Ridge potential wilderness area (401303). The difference in effects to wilderness attributes would be negligible.

Roosevelt Duchesne Ranger District South Unit: The proposals and effects of Alternative E would be similar to Alternative B.

3.5 Economics

3.5.1 Scope of the Analysis

The analysis area for economics includes Daggett, Duchesne, Summit, and Uintah Counties in Utah, and Sweetwater County in Wyoming. This is because these counties have National Forest Lands within their boundaries, and travel management proposals could have economic effects. Small parts of the National Forest also fall within Utah and Wasatch Counties in Utah. Utah and Wasatch Counties are not included in the general analysis due to the very minor role of the Forest into their overall economic profiles.

The *Draft Economic Assessment for the Ashley National Forest*, Henry Eichman, 2008, was written as a Forest-wide assessment for Forest Plan revision. The following description includes parts of that Assessment.

Estimates of the area economic contribution of the Ashley National Forest were developed with an input-output modeling tool called IMPLAN. The IMPLAN database describes the economy in 509 sectors using federal data from 2006.

3.5.2 Issues and Indicators

Economic Issue 1: OHV opportunities on the Forest may lead to economic benefits in Manila and other parts of Daggett County if routes are available that connect communities to those OHV opportunities.

Indicators:

- Effects to Daggett County and businesses within the county

Background:

Local government within Daggett County has demonstrated a deep interest in the opportunity to link Manila to the ANF via motorized trail systems. It is believed this linkage could provide an economic opportunity for this small, isolated town, located on the edge of the Flaming Gorge. This potential is tied to the increasing popularity of OHV activities.

Economic Issue 2: Travel Management has the potential to affect overall economics of communities.

Indicators:

- Effects to overall economics of the area
- Effects to specific business types

Background:

Growth in the basin and increasing popularity of OHVs has resulted in the increased demand for OHV (all sizes) routes and opportunities. This growth and demand is expected to continue. Over an eleven year period ATV registration in the Uintah Basin has increased 616% percent. While the area receives economic benefits from the full range of recreational opportunities available on the Forest, the growth in OHV recreation has resulted in some local businesses developing or becoming dependent on continued OHV activities for increased profits, or even for their viability.

Dispersed camping in the area most commonly includes RV use. Many RVs are sold and serviced in the local communities. There is a concern that reduction in opportunities for dispersed camping will result in fewer people participating and spending on goods and services associated with dispersed camping.

3.5.3. Management Direction

The Ashley Forest Plan, 1986 provides no specific standards regarding economics. However, page IV-56 (3.) states, as a part of "Other Management Principles and Guidelines" that "Economic analysis and the evaluation of the cumulative effects of project activities will be considered in all resource management decisions…. in accordance with the National Environmental Policy Act."

3.5.4 Affected Environment

External Influences on Economic Conditions and Contributions

Economic possibilities include many area and population characteristics. Many of these outside influences could change the outcome of implementing an alternative. The biggest effects on recreation participation and particularly on motorized trail activities, RV use, and travel are likely to come from gas prices and from other changes that are completely disconnected from travel planning or other decisions for the Ashley National Forest. Due to the complexity presented by speculations about potential changes in such variables, the analysis assumes that these factors will remain constant, and recreation preferences and participation will follow current recreation trends and predictions.

Recreation Activity Participation on the Ashley National Forest

Two surveys provide information on recreation use for the Ashley National Forest and for all public lands in Utah. National Visitor Use Monitoring (NVUM) data collection and surveys, used for the above analysis, were completed for the Ashley National Forest from October 2000 through September 2001. The results were compiled as *National Visitor Use Monitoring Results*, August 2002, USDA Forest Service, Region 4, Ashley National Forest. Utah State University completed a survey, *Public Lands and Utah Communities*, in 2007. The survey responses include participation in specific recreational activities on public lands within the last year. The responses from the three Uintah Basin counties were considered, along with NVUM data, to draw the following conclusions about recreation uses on the Ashley National Forest.

- The majority of the respondents to both surveys said that pleasure driving, and viewing scenery, wildlife, and other natural and historic features were a part of their activities. Camping, fishing, and gathering with family or friends for picnics or to escape their normal routine were also among the top reported activities.
- The survey data shows many visitors participating in motorized and non-motorized trail activities, and indicates growth in participation rates in motorized trail activities over the last several years.
- The NVUM report shows a high level of visitor satisfaction with recreation facilities and conditions of the natural environment on the Ashley National Forest.
- The NVUM report shows that few visitors to the Forest felt crowded. Most visitors were comfortable with the number of other visitors they encountered, and many said hardly anyone else was there.

The counties within the analysis area and Utah have experienced rapid population growth over the last several years, and that growth is expected to continue. According to the *Ashley National Forest Draft Recreation Assessment*, 2008, the number of recreation visits to the Forest is expected to increase between 15 and 30 percent over the next 15 years. Participation in motorized travel activities is expected to increase more rapidly than participation in other activities.

Community Economics and ANF Recreation

According to IMPLAN models, recreation represents 75 and 62 percent, respectively, of employment and labor income contributions from the Ashley National Forest to the economy of the counties. Non-government revenues tied to ANF recreation include services and retail sales. Some services cater specifically to recreationists (outfitter-guides). Services such as overnight accommodations and restaurants can attribute some to most of their receipts to recreationists. Retail sales of specialized gear (i.e. fishing poles and tackle), fuel, food, and specialized vehicles (boats, camp trailers, ATVs, motorcycles and others) are the most common retail goods associated with National Forest recreation uses.

While providing recreation opportunities to local residents is an important contribution, the recreation expenditures of locals do not generally represent new money introduced into the economy. If National Forest related opportunities were not present, residents would likely participate in other locally based activities and their money would still be spent in the local economy. The contributions described above, then, do not include local recreation expenditures. The benefits of local recreation are addressed in non-economic terms in other parts of the analysis.

Daggett County, along the Flaming Gorge Reservoir, is more dependent on Ashley National Forest Recreation than any of the other counties in the project area. More than half of the residents of the county are directly dependent on the Ashley National Forest; they are employed by the Forest Service, own recreation sector dependent businesses, or work for recreation businesses.

Businesses that sell vehicles or gear specific to ATVs and/or motorcycles within all of the counties are among those who could be affected by alternatives if changes to opportunities are great enough to affect their sales.

3.5.5 Environmental Consequences

Issue 1: Effects to Daggett County and businesses within the county

Effects Common to Alternatives A and D

The administrative closure on the road from Long Park Reservoir would remain under Alternatives A and D. Hence, there would be no added positive economic effect for Daggett County.

Effects Common to Alternatives B, C and E

An administratively closed road from Long Park Reservoir to the Forest boundary on the north would be open to mixed 4WD travel under Alternatives B, C, and E. This route, if connected to Manila via other routes crossing BLM and private lands, could bring additional expenditures on services (restaurants, gas, over-night accommodations) to Manila. Though not measurable, this change would be considered a positive economic effect for Daggett County. However, the change would be too small to discern as an economic contribution to the combined county area.

Issue 2: Effects to overall economics of the area

Effects Common to All Alternatives

All of the action alternatives would prohibit motorized travel on some existing routes where motorized travel is presently occurring.

None of the alternatives are likely to change recreational opportunities enough to change number of visitors, or the number of visitors participating in activities that produce higher or lower expenditures in the area as a whole.

Community Economics and Changes to Recreation Opportunities

The data from surveys of recreation participation, expenditures, and ANF to county economic contributions has lead to the following conclusions about the potential effects of alternatives for managing routes for various modes of travel.

- Closure of routes to motorized vehicles could be considered a negative effect for area economics *if* the number of routes or miles closed reduced motorized recreational opportunities to the point that: 1) a sense of crowding would result among users and lead to lower visitor participation, and/or 2) visitors were displaced to opportunities in other counties due to the perception of inadequate adequate opportunities for motorized activities in this area.
- Adding routes for motorized vehicles would be considered a positive effect for area economics *if* the routes provided exceptional or unique opportunities sufficient to draw additional new visitors to the area, but were not extensive enough to discourage non-motorized visitors from coming to the area.
- The change in the number of visitors by type of recreation based on miles of trail types is not predictable. If the number of visitors were predictable, the differences in expenditures among types of non-snow recreation are not large enough to show any statistical difference in effects between alternatives.
- Possible effects on certain types of individual businesses in specific locations can and should be considered, but future business potential is likely more dependent on outside economic forces than on the existence or status of particular travel routes.

3.5.6 Cumulative Effects

There are no measurable effects expected. Economic effects would not be cumulative with other actions on Forest Service or other nearby lands.

3.6 Environmental Justice

3.6.1 Management Direction

Executive Order 12898 requires that federal actions address impacts to minority and low income people (environmental justice). USDA Regulations 5600-2 outlines requirements to serve environmental justice. Summarized, the regulations require specific consideration of effects to the environment and opportunities that may cause disproportionate negative effects to communities or individuals in these demographic groups.

3.6.2 Analysis Area

The analysis considers people living in Daggett, Duchesne, Summit, and Uintah Counties in Utah, and Sweetwater County in Wyoming.

3.6.3 Affected Environment

Uintah and Ouray Tribal Lands are within Duchesne and Uintah Counties in Utah. Tribal members represent the largest minority population living near the Ashley National Forest. There are also Hispanic and African Americans, and people of mixed races living in these counties; most live in Vernal, Utah, and Rock Springs or Green River, Wyoming. Green River and Rock Springs, Wyoming; and Vernal, Manila, and Dutch John, Utah have fewer than the national average of households living below the poverty line. The majority of people with incomes below the poverty line are mostly found in the smaller communities and rural areas of Uintah and Duchesne County; Fort Duchesne, Duchesne, Whiterocks, and others between Highway 40 and the Uinta Mountains. The percentage of households with incomes below the poverty line varies between communities with 13.7 to 62 percent of household having incomes below the poverty line.

3.6.4 Environmental Consequences of Alternatives

None of the alternatives would result in changes that specifically impact minority or low income people or communities where they are concentrated.

All recreational and economic opportunities would remain available under all alternatives. None of the alternatives change the driving distance to various opportunities.

3.7 Heritage Resources

3.7.1 Introduction

Cultural resources may be identified as those resources either directly or indirectly related to the material life ways of a cultural group or groups as specified by the Code of Federal Regulations (CFR), 36 CFR 296.3. Cultural resources may refer to sites, areas, buildings, structures, districts, and objects which possess scientific, historic, and social values. The National Register of Historic Places (NRHP) Program provides eligibility criteria to help federal agencies determine the significance of cultural resources and subsequent management guidance.

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 USC 470 et. Seq.) and its implementing regulations (36 CFR 800) require a specific evaluation process which is separate and distinct from the processes required by the National Environmental Policy Act (NEPA). The NEPA analysis can be combined with the NHPA analysis; however final compliance with each law is a distinct process. Completion of NEPA does not equate to completion of NHPA. Consequently, the fulfillment of the NHPA process (also called the Section 106 process) requires specific steps which must be fulfilled before proposed routes or route changes can be authorized and added to the Motor Vehicle Use Map (MVUM).

The cultural resource review required by the NHPA includes several steps which are outlined in 36 CFR 800. The steps include: 1) identification efforts; 2) evaluation for National Register of Historic Places (NRHP) eligibility; 3) determination of effects; and 4) resolution of adverse effects (if any). All steps include consultation with the Utah State Historic Preservation Officer and concerned tribes.

Nature of Potential Effects to Cultural Resources

Cultural resources are sensitive and irreplaceable resources that can be affected by a variety of activities and actions. The value of a cultural resource is intrinsic and relates to the educational, historical, cultural, aesthetic, and architectural properties of the resource. The proposed action has the potential to affect cultural resources in a variety of ways.

1. Road and trail construction activities have the potential to disturb, destroy, and adversely affect cultural resources.
2. Creation and use of unauthorized routes can introduce ground disturbances in the form of road swells and tire tracks that have the potential to disturb, destroy, or adversely affect cultural resources.
3. Creation and use of unauthorized routes can reduce vegetation and increase natural erosion which has the potential to disturb, destroy, or adversely affect cultural resources.
4. Creation of unauthorized routes facilitates access to otherwise remote locations containing cultural resources - thus increasing potential for vandalism and unauthorized collection of artifacts.

Dispersed camping activities associated with roads and trails have the potential to affect cultural resources in the following ways:

1. Dispersed camping activities often reduce vegetation cover and increases natural erosion which has the potential to disturb, destroy, or adversely affect cultural resources.

2. Dispersed camping activities often include ground disturbing actions, such as: excavation of fire pits, excavation of latrines, excavation for site landscaping, etc. Ground disturbing activities have the potential to disturb, destroy, or adversely affect cultural resources.

3.7.2 Scope of the Analysis

The scope of analysis for this project includes all National Forest System land within the Ashley National Forest administrative boundary. The Area of Potential Effects of the proposed undertaking (pertaining to Section 106 of the NHPA) includes all newly designated routes, all changed routes, and a 150 foot (50 m) buffer on each side of all new or changed routes. The APE is based upon the route locations and the associated dispersed camping areas.

3.7.3 Issues and Indicators

Cultural Resource Issue 1 (Directly affected cultural resource sites): Designating new routes for motor vehicle use may result in adverse effects to cultural resources. Effects are a result of motor vehicle use, road construction, and road maintenance on cultural resource sites. Direct effects may occur when a designated route intersects with a cultural resource site.

Indicators:

- Number of cultural resource sites *directly* affected by designated routes.

Cultural Resource Issue 2 (Indirectly affected cultural resource sites): Designating new routes for motor vehicle use may increase access to cultural resource sites. Increased access to cultural resource sites may lead to adverse effects, such as vandalism, unauthorized collecting, and increased erosion. Designating new routes also increases the number of cultural resources adversely affected by dispersed camping activities (excavation of fire pits, excavation of latrines, excavation for site landscaping, etc.). Indirect effects may occur when designated routes are within 150 feet of a cultural resource site.

Indicators:

- Number of cultural resources sites *indirectly* affected by designated routes.

3.7.4 Management Direction and Other Laws or Guidance

The Forest Service Manual (FSM) 2360 – Heritage Program Management contains the Forest Service's policies for cultural resources. Sections of several other manuals and handbooks also cover aspects of cultural resource management, including *Forest Service Handbook (FSH) 1909.15- Environmental Policy and Procedures, Chapter 60.1, Physical Factors,* which provides guidance on cultural resources including archeological, historical, and architectural resources.

The Land and Resource Management Plan for the Ashley National Forest (USDA Ashley National Forest 1986:IV-20) identifies standards and guidelines that relate to cultural resources within the Forest. The following management direction applies to the route designation process:

- Conduct cultural resource surveys prior to any agency undertaking which could affect significant cultural values.
- Evaluate and identify sites for nomination to the National Register.
- Develop and implement a plan for the interpretation, protection, maintenance, and/or mitigation of known significant cultural resources sites.
- Coordinate management of cultural resources with the State Historic Preservation Office and others as needed.

- Prevent damage to any significant cultural site. (USDA Ashley National Forest 1986:IV-20).

Cultural resources are individually unique and non-renewable resources. Numerous Federal laws and policies govern their management and protection including: the Antiquities Act of 1906 as amended [16 USC 431-433], the Historic Sites Act of 1935 as amended[16 USC461-467], the National Historic Preservation Act of 1966 as amended (NHPA)[16 USC 470 et seq.], the Archaeological and Historic Preservation Act of 1974 as amended [16 USC 469-469c-2], the Archaeological Resources Protection Act of 1979 as amended (ARPA)[16 USC 470aa-mm], and the Native American Graves Protection and Repatriation Act of 1990 as amended (NAGPRA)[25 USC 3001 et seq.].

Section 106 of the National Historic Preservation Act of 1966 (NHPA) and the Act's implementing regulations (36 CFR Part 800) require that federal agencies take into account the effect of their undertakings on Historic Properties and that agencies provide the Advisory Council on Historic Preservation (ACHP) or State Historic Preservation Officer (SHPO), and the relevant American Indian Tribes, an opportunity to comment on those undertakings.

In regards to travel management planning, the following categories of proposals are considered "undertakings" with the potential to affect Historic Properties, triggering evaluation under Section 106 of NHPA, 36 CFR Part 800:

- Construction of a new road or trail;
- Authorization of motor vehicle use on a route currently closed to public use;
- Formal recognition of unauthorized routes as authorized, by designating routes open to motor vehicles.
- Change in use (including administrative use) of authorized routes.

Specific routes which are determined to be "undertakings" will be reviewed for their potential to affect cultural resources. Cultural resource review includes identification efforts to determine if cultural resources will be affected, evaluation of the cultural resources to determine historic significance based on National Register of Historic Places (NRHP) criteria, determination of the level of effects on NRHP eligible "Historic Properties," and proposed methods to resolve the adverse effects on the properties.

Ashley National Forest will fulfill consultation required by 36 CFR 296.7 and 36 CFR 800 Section 101(d)(6)(B). The forest will consult with the Ute Tribe and the Eastern Shoshone Tribe regarding potential effects to historic properties which are of significance to the Tribes. Consultation with the Tribes will be conducted in a manner befitting the Government-to-Government relationship between federal agencies and Native American Tribes as required by Executive Order 13084, legal agreements, federal treaties, and case law.

3.7.5 Affected Environment

The affected environment includes all cultural resources which could be potentially affected by the proposed action. Cultural resources are defined as "an object or definite location of human activity, occupation, or use. Cultural resources are prehistoric, historic, archaeological, or architectural sites, structures, places, or objects and traditional cultural properties." (Cultural resources include objects, materials, sites, and structures from all periods of time, from prehistory to present day. The types of cultural resources on the Ashley National Forest are directly related to the prehistory and history of the area and the associated activities and material remains from each period.

Current Authorized Motorized Routes

Ashley National Forest has approximately 1955 miles of currently authorized motorized routes under the current Ashley National Forest travel management plan (including 90 miles of administratively closed roads). Vernal Ranger District also has 368 miles of undesignated routes in the hatched travel area that are authorized under the current travel rules. These authorized roads potentially affect 444 cultural resource sites throughout the Forest (including 299 directly affected sites and 145 indirectly affected sites). However, the effects to cultural resources from continued use of existing authorized routes will not be evaluated in this analysis.

The Travel Rule indicates that existing authorized routes which were designated under previous decisions will not require a review under the current proposed Forest Travel Plan. Travel Rules in CFR 212.50 state that "the responsible official may incorporate previous administrative decisions regarding travel management made under other authorities, including designations and prohibitions of motor vehicle use in designating National Forest System roads…" Consequently, existing authorized routes without anticipated changes will not be reviewed under the current NEPA document.

Unauthorized Routes

Additionally, about 1078 miles of unauthorized routes (traces, tracks, incompletely obliterated project roads, one-time fire or special use access, etc.) have been identified through digital orthophotos and infra red photography.

3.7.6 Environmental Consequences

Effects Common to All Action Alternatives

Current Authorized Motorized Routes

The continued use of authorized routes will be common in all of the Action Alternatives and will potentially affect 444 cultural resource sites throughout the Forest (including 299 directly affected sites and 145 indirectly affected sites).

Maintenance of Authorized Routes

All currently authorized routes and proposed routes will be subject to road and trail maintenance. Maintenance activities could include repairing erosion, adding fill, hardening of trail with gravel or rock, and removal of vegetation.

Unauthorized Routes

Use of motorized travel on undesignated routes would be prohibited under all alternatives. However such use may continue illegally and would continue to potentially affect cultural resources.

Signed Identification of all Authorized Routes

Implementation of the Travel Rule which prohibits cross country motorized travel, and closes all routes not specifically signed as open for public use, will benefit cultural resources by significantly reducing the potential for inadvertent damage to sites by motor vehicle use on undesignated routes. Vandalism to sites may also be reduced because access to sensitive cultural resource sites can be limited. These beneficial effects will occur regardless of the Alternative.

Accuracy of the Data and Analysis

Only a portion of newly proposed routes have been surveyed for cultural resources prior to the preparation of the Draft EIS. Subsequently, the conclusions offered for each alternative are based upon incomplete data and may not be fully accurate. Each alternative is discussed using available cultural resource information. Conclusions are based upon the assumption that the available data is a statistically accurate representation of the cultural resources across the Forest as a whole.

NHPA Review

The limited survey data is sufficient for the NEPA analysis portion of the Travel Management Plan, but not for fulfillment of NHPA requirements. Prior to authorization and opening of a route for motorized access, all routes will undergo a cultural resource review and be subject to cultural resource identification and review procedures (as outlined in 36 CFR 800). Subsequent identification efforts and review under NHPA will be a requirement under all alternatives except the No Action Alternative.

Resolution of Adverse Effects

Measures to avoid, minimize, or mitigate adverse effects 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. Resolution 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 resolution 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

In some situations where indirect effects may potentially affect a site, the Forest may develop a site monitoring plan assess the effects. This option would be adopted for the cultural resources sites with anticipated effects from the proposed alternatives. Ashley National Forest would select a sample of sites eligible for the National Register of Historic Places that are within 30m (100feet) 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, resolution of the adverse effects will be conducted.

3.7.7 Direct and Indirect Effects

Alternative A - Current Condition

Ashley National Forest currently has a total of 1955 miles of authorized motor vehicle routes on the Forest. Authorized routes include all National Forest System Roads both open and closed as well as undesignated routes within the hatched travel area on the Vernal Ranger District. Currently, 1085 miles (55%) of the existing authorized motor vehicle routes have been surveyed for cultural resources. There are 299 known cultural resource sites directly affected and 145 known sites indirectly affected by currently authorized routes for a total of 444 sites affected by current authorized routes. In addition, because only 55% of the route miles have been surveyed for cultural resources, there are likely to be more undocumented cultural sites that are being affected by currently authorized routes.

Existing unauthorized motor vehicle routes may continue to be used, causing adverse effects to cultural resources. Continued use of undesignated routes within the hatched travel areas on the Vernal Ranger District would continue to affect cultural resources. Protection of cultural resources in those areas would be insufficient because undesignated trails are inherently difficult to control or management.

Alternative B – Preferred Alternative

Alternative B is the agency's initial proposed action. Alternative B provides for 1705 miles of motorized routes (357 miles of new or changed routes [including administratively closed routes] and 1348 miles of existing routes). Approximately 246 miles (68%) of the newly proposed or changed routes will require further cultural resource review. A total of 55 known cultural resource sites would be affected (35 directly and 20 indirectly) by the newly proposed or changed routes. In addition, because 68% of the route miles will require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are unauthorized or undesignated routes that currently exist on the ground. However; five of the proposed routes would require new construction. Proposals 1017.2, 1011.2, 2144, 3013, and 2130.2 would require moderate to extensive construction totaling approximately three miles to create the proposed motorized trails for ATVs.

Alternative C

Alternative C would increase motorized routes for public use. This alternative contains the largest quantity and length of motorized routes for public use.

Alternative C provides for 1731 miles of motorized routes (382 miles of new or changed routes [including administratively closed routes] and 1349 miles of existing routes). Approximately 263 miles (68%) of the newly proposed or changed routes will require further cultural resource review. A total of 60 known cultural resource sites would be affected (38 directly and 22 indirectly) by the newly proposed or changed routes. In addition, because 68% of the route miles will require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are unauthorized or undesignated routes that currently exist on the ground. However; six of the newly proposed routes will require new construction to establish the routes. Routes 1017.2, 1011.2, 1248.2, 2144, 3013, and 2130.2 are new routes that will require moderate to extensive construction totaling approximately three miles to create the proposed motorized trails for ATVs.

Alternative D

Alternative D proposes to increase the ratio of non-motorized routes to motorized routes. This alternative contains the least motorized access.

Alternative D provides for 1585 miles of motorized routes (232 miles of new or changed routes [including administratively closed routes] and 1353 miles of existing routes). Approximately 186 miles (80%) of the newly proposed or changed routes would require further cultural resource review. A total of 36 known cultural resource sites would be affected (22 directly and 14 indirectly) by the newly proposed or changed routes. In addition, because 80% of the route miles would require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are unauthorized or undesignated routes that currently exist on the ground. However, one of the newly proposed routes will require new construction to establish the route. Proposal 2144 would require moderate to extensive construction to create 0.36 miles of motorized trail for ATVs.

Alternative E

Alternative E proposes to blend a mixture of both non-motorized routes and motorized routes in an effort to proved increased broader access for the public.

Alternative E provides for 1677 miles of motorized routes (328 miles of new or changed routes [including administratively closed routes] and 1,349 miles of existing routes). Approximately 243 miles (74%) of the newly proposed or changed routes will require further cultural resource review. A total of 51 known cultural resource sites would be affected (33 directly and 148 indirectly) by the newly proposed or changed routes. In addition, because 74% of the route miles will require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are user-created routes that will change from unauthorized routes to authorized routes. Five of the newly proposed routes will require new construction to establish the routes. Routes 1017.2, 1011.2, 2144, 3013, and 2130.2 are new routes that will require moderate to extensive construction to create the roadway for vehicle use.

Cultural Resource Conclusions

The proposed action has the potential to cause an adverse effect on cultural resources under any of the alternative proposals. Each proposed alternative would have a different level of potential effects. Alternative D would have the potential to affect the least number of cultural resources. Alternative C would have the potential to affect the greatest number of cultural resources through new or changed routes. Adverse effects to cultural resources resulting from the selected alternatives would require a resolution of adverse effects in consultation with the State Historic Preservation Officer (SHPO) and concerned Tribes.

The Forest intends to fulfill obligations under 36 CFR 800 by using the standard Section106 process through a phased approach. The phased review will consider the effects of the project as a whole but will make a separate determination of effect for each route. For details on the phased approad see the Heritage Resource Report available in the Project Record.

As NHPA requirements are completed for specific road segments, they will be opened for public use and added to the MVUM. Because of time restraints and available funding to complete NHPA requirements, some newly designated routes authorized under this NEPA document may not be authorized for public use for several years because of cultural resource mitigation needs.

Tables 3.7.1 through 3.7.3 compare motorized route mileages, the miles of cultural resource survey needed for new or changed motorized routes, and the approximate number of cultural resource sites which would be affected by designation of new routes or changing motorized use of NFS routes on the Forest by Alternative. Table 3.7.4 gives a summary of the potential effects to cultural resources by Alternative. The tables are intended to provide an easy overview comparison of the effects of each Alternative on Cultural Resources. Similar tables have been prepared for each alternative and provide a breakdown of the same data by districts and can be found in the Heritage Report available from the Project Record.

Table 3.7.1 Miles of Motorized Routes on the Ashley National Forest by Alternative

Miles of Routes	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Miles of **newly designated or changed use NFS routes** Proposed for each Alternative*	N/A	357	382	232	328
Miles of **Unchanged Existing Authorized Motorized Routes** Proposed for each Alternative	N/A	1348	1349	1353	1349
Total Miles of Authorized Motor Routes Proposed for Each Alternative (Both New and Existing routes)*	1955†	1705	1731	1585	1677

* Includes administratively closed roads † Alternative A includes 368 miles of undesignated routes in the Vernal hatched travel area.

Table 3.7.2 Miles of Designated Routes Requiring Cultural Resource Review

Cultural Resource Review	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Approximate Miles of New or Changed Motorized Routes which require a **Cultural Resource Review**	N/A	246	263	186	243

Table 3.7.3 Number of Known Eligible Sites Affected

Cultural Resource Sites		Alt A	Alternative B	Alternative C	Alternative D	Alternative E
Approximate Number of Known Eligible** Sites Affected by New or Changed Motorized Routes by Alternative	**Directly** Affected	N/A	35	38	22	33
	Indirectly Affected	N/A	20	22	14	18
	Total Affected	N/A	55	60	36	51

** Includes known sites listed on the NRHP, as well as sites determined eligible for the NRHP, and sites still unevaluated for the NHRP. Because many of the routes are not yet surveyed for cultural resources, these numbers are likely to increase as identification efforts proceed.

Table 3.7.4. Summary of Potential Effects to Cultural Resources by New or Changed Motorized Routes (by Alternative)

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Quantity of heritage resources to be potentially adversely affected – potential for resolution of the adverse effects.	No new adverse effects.	High number of potential adverse effects – most effects can be resolved	Highest number of Potential adverse effects – some effects can be resolved	Lowest number of potential adverse effects – most effects can be resolved	Moderate number of potential adverse effects – most effects can be resolved

Regardless of the Alternative selected, the Forest will be required to find ways to resolve any adverse affects to NRHP eligible cultural resources. Most of the adverse effects under each alternative can be resolved, but unfortunately all potential effects cannot be completely avoided in any of the proposed alternatives. Because cultural resources are non-renewable and are individually unique, they are limited in number. Adverse effects to cultural resources are permanent, irreparable, and incalculable. Alternative D will cause the least number and lowest level of adverse effects to cultural resources and is therefore the preferred alternative for cultural resource protection.

3.7.8 Cumulative and Inadvertent Effects

Cumulative and inadvertent effects to cultural resources relate to unplanned effects resulting from multiple activities across time and space. Under Alternative A, cumulative effects from dispersed camping would continue within a 300 foot radius on each side of authorized roads. Additionally, because the Forest does not have a clear method to indicate which routes are authorized, the public will continue to use unauthorized routes, potentially affecting cultural resources on those routes.

Under Alternatives B, C, D and E, cumulative effects to cultural resources may result from dispersed camping within a 150 foot of authorized routes. Dispersed camping opportunities pose a concern because of the potential for site specific damage to cultural resources and unauthorized collection. Under Alternative B, C, D, and E the effects from dispersed camping would be less than Alternative A (present condition) because dispersed camping would be reduced from 300 to 150 feet from designated routes. In addition, under Alternatives B, C, D, and E, motorized travel on undesignated routes in the hatched travel area would not be permitted.

3.9 Short-Term Uses and Long-term Productivity

NEPA requires consideration of “the relationship between short-term uses of man’s environment and the maintenance and enhancement of long-term productivity” (40 CFR 1502.16). As declared by the Congress, this includes using all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans (NEPA Section 101).

Allowing continued motorized travel within the hatched travel area (Alternative A) allows motor vehicle use to occur over the largest possible area in the short term. However, as detailed in the effects analysis contained in this chapter, long-term productivity would be harmed. Impacts would occur to wildlife, soils, fish, heritage, and vegetation. All of the action alternatives reduce resource impacts although to differing degrees.

Since the motor vehicle use map requires annual updates, nothing limits future choices to meet the challenge of providing for motorized recreation while protecting resource values and other uses of the National Forest.

Wilderness potential of the areas would be most affected by Alternative A due to motorized travel off of designated routes. Motorized travel off of designated routes results in disturbance to natural systems, noise effects to remoteness, and visible effects to undeveloped character. These effects can compound over time due to continued use of undesignated routes and proliferation of routes (see section *3.1 Recreation Resources*). An important part of retaining or improving wilderness potential is the restriction of motorized vehicles to designated routes forest wide, and a reduction of the areas available for dispersed camping.

3.10 Unavoidable Adverse Effects

All alternatives carry the risk that some motor vehicle users could create new routes, such as in the hatched travel area (under Alternative A) or stray off designated routes (under Alternatives A-E). Not all illegal OHV use would cause adverse resource impacts, but certainly some would. The potential for illegal use should decline with regulations that are clearer and better communicated as contained within the proposed action alternatives. Establishment of a designated road and trail

system can be better signed, maintained, and managed to further reduce the potential for illegal use. However, no enforcement system is perfect, thus some violations are inevitable. While impacts from roads and motorized trails can be minimized, they cannot be eliminated.

As described in the effects analysis and Resource Specialist Reports, compared with the No Action alternative, all action alternatives reduce impacts to wildlife, soils, fisheries, plants, wilderness potential, watersheds, heritage resources and opportunities for non-motorized recreation within the hatched travel area specifically and throughout the forest in general. The impacts are reduced because much less of the Forest would be open to motorized use under a designated route system compared with the 111,805 acre hatched travel area where motorized travel is allowed on over 368 miles of existing undesignated routes. However, where motorized routes are designated, some unavoidable effects to resource values and other forest uses would occur.

Irreversible and irretrievable commitments are limited as noted in the following section. If motorized travel continues within the hatched travel area, these areas would be increasingly less desirable for non-motorized use and they would lose some of their potential for wilderness designation and inventoried roadless character would be reduced. This condition is not irreversible but unavoidable adverse effects to non-motorized recreation and wilderness character would occur where roads and trails are designated for motorized use. This is because the longer a period of OHV use is established in an area, the harder it is to change back to a non-motorized setting.

For motorized recreation opportunities, all action alternatives carry unavoidable effects associated with restricting motor vehicle use to designated trails. This would eliminate the authorized use of undesignated routes and limit access to some locations, particularly when seasonal restrictions are in effect. This would likely require more advance trip planning, especially during the hunting season when arrangements may need to be made for retrieving game using non-motorized means..

Although all action alternatives would designate motorized trails in several potential wilderness areas. These designations are not expected to produce unavoidable effects because they all follow routes already on the ground. Further, if the designations result in unacceptable effects to resources, the routes can be closed later date.

There would be no unavoidable adverse effects on fisheries or other aquatic resources. Analysis indicates that all of the action alternative would improve conditions and reduce potential impacts to fisheries habitat, cutthroat trout populations, and macroinvertebrates. The implementation of any of the action alternatives would not result in an adverse or significant effect on fisheries or other aquatic resource.

3.11 Irreversible and Irretrievable Commitments

Irreversible commitments of resources are those that cannot be regained, such as the extinction of a species or the removal of mined ore. Irretrievable commitments are those that are lost for a period of time such as the temporary loss of timber productivity in forested areas that are kept clear for use as a power line rights-of-way or road.

Changing area and trail designations from motorized to non-motorized or vice versa is not considered irreversible or irretrievable because the trails and roads would create linear features that are not permanent scars on the landscape. The Forest could always change the designations in the future or implement projects to revegetate these routes and areas. No irreversible or irretrievable effects to motorized recreation are anticipated due to the ability to update the motor vehicle use map annually, allowing correction of significant problems that emerge

The construction of approximately three miles of new routes would decrease soil productivity where new construction takes place. Proposals 1011.2, 1017.2, 1248.2, 2129, and 3013 are new routes that would require approximately three miles of construction.

Soil productivity is described as the "the inherent capacity of a soil under management to support the growth of specified plans, plant communities, or a sequence of plant communities" (R4 Supplement FSH 2509.18). Roads remove organic matter, alter soil properties, change the microclimate and accelerate erosion. Roads can concentrate, divert and intercept water flow from rainfall and subsurface flows affecting the hydrologic function of an area (Gucinski, et al, 2000) (Ouren, et al, 2007). There would be no irreversible commitments to wildlife among the action alternatives. There may be some irretrievable commitments to wildlife as some wildlife habitat would be affected among the action alternatives. However, the amount of this affected habitat would be negligible in comparison to the amount of habitat that is on the Forest, and therefore would not adversely affect wildlife.

No irreversible or irretrievable comments of economic resources would be expected to water resources.

No roads are proposed within the roadless areas and motorized trails are neither an irreversible or irretrievable commitments of roadless resources.

The implementation of any of the action alternatives would not result in an adverse or significant effect on fisheries or other aquatic resources and there would be no irreversible or irretrievable commitments of fisheries or aquatic resources for any of the action alternatives associated with this proposed project (see the Aquatic Resources Specialist Report available from the Project Record).

3.12. Cumulative Effects

As defined by Council on Environmental Quality (CEQ) regulations, cumulative impacts result from the incremental impacts of an action when added to past, present, and reasonably foreseeable future actions, regardless of whom takes the action (40 CFR §1508.7). Concurrently, the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884) (ESA) defines cumulative impacts as effects of future State or private activities, not involving Federal activities, that are reasonably certain to occur within the action area of the Federal action subject to consultation (50 CFR §402.02).

Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time. This chapter discusses cumulative impacts as the incremental effect to specific resources or issues that would occur from the Proposed Action, in conjunction with other cumulative actions.

Past and Present Actions

In order to understand the contribution of past actions to the cumulative effects of the proposed action and alternatives, this analysis relies on current environmental conditions as a proxy for the impacts of past actions. This is because existing conditions reflect the aggregate impact of all prior human actions and natural events that have affected the environment and might contribute to cumulative effects.

This cumulative effects analysis does not attempt to quantify the effects of past human actions by adding up all prior actions on an action-by-action basis. There are several reasons for not taking this approach. First, a catalog and analysis of all past actions would be impractical to compile and unduly costly to obtain. Current conditions have been impacted by innumerable actions over the last century (and beyond), and trying to isolate the individual actions that continue to have residual impacts would be nearly impossible. Second, providing the details of past actions on an

individual basis would not be useful to predict the cumulative effects of the proposed action or alternatives. In fact, focusing on individual actions would be less accurate than looking at existing conditions, because there is limited information on the environmental impacts of individual past actions, and one can not reasonably identify each and every action over the last century that has contributed to current conditions. Additionally, focusing on the impacts of past human actions risks ignoring the important residual effects of past natural events, which may contribute to cumulative effects just as much as human actions. By looking at current conditions, we are sure to capture all the residual effects of past human actions and natural events, regardless of which particular action or event contributed those effects. Third, public scoping for this project did not identify any public interest or need for detailed information on individual past actions. Finally, the Council on Environmental Quality issued an interpretive memorandum on June 24, 2005 regarding analysis of past actions, which states, "agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effects of past actions without delving into the historical details of individual past actions."

The cumulative effects analysis in this EIS is also consistent with Forest Service National Environmental Policy Act (NEPA) Regulations (36 CFR 220.4(f)) (July 24, 2008), which state, in part:

> "CEQ regulations do not require the consideration of the individual effects of all past actions to determine the present effects of past actions. ... With respect to past actions, during the scoping process and subsequent preparation of the analysis, the agency must determine what information regarding past actions is useful and relevant to the required analysis of cumulative effects. Cataloging past actions and specific information about the direct and indirect effects of their design and implementation could in some contexts be useful to predict the cumulative effects of the proposal. The CEQ regulations, however, do not require agencies to catalogue or exhaustively list and analyze all individual past actions. Simply because information about past actions may be available or obtained with reasonable effort does not mean that it is relevant and necessary to inform decisionmaking. (40 CFR 1508.7)"

For these reasons, the analysis of past actions in this section is based on current environmental conditions.

Foreseeable Future

Currently there are approximately 400 oil and gas wells, 75 wind energy turbines comprising one (1) wind energy farm, and one (1) transmission power line proposed on the Forest.

To estimate surface disturbance for associated 30 foot wide access roads for oil and gas, wind energy farms, transmission power lines, communication sites, and alternative energy development that may be proposed on the Forest in Daggett, Duchesne, and Uintah Counties in Utah, and Sweetwater County in Wyoming, the following assumptions have been applied:

- Surface disturbance for an access road, assuming 0.2 mile/oil and gas well: 0.73 acres/oil and gas well (per well is overestimated because it assumes one 30 foot wide access road per well. In some cases, two or more wells may be drilled from a single well pad (i.e., directional drilling on a skid may be utilized);
- Surface disturbance for an access road, assuming 0.5 mile/wind energy farm: 1.82 acres/wind energy farm;
- Surface disturbance for an access road, assuming 0.2 mile/transmission power line: 0.73 acres/transmission power lines;
- Surface disturbance for an access road, assuming 0.5 mile/communication site: 1.82 acres/communication site;

- Surface disturbance for an access road, assuming 0.2 mile/alternative energy source: 0.73 acres/alternative energy source.

Hazard tree Removal

Vernal

Hazardous fuels reduction treatments on approximately 138 acres in lodgepole pine stands in the vicinity of the East Park Campground

Roosevelt/Duchesne Ranger District

Hazard tree removal on seventeen developed recreation and administrative sites on the Roosevelt-Duchesne Ranger District. The sites are located in the Duchesne River, Rock Creek, Lake Fork, Yellowstone River, Uinta River, and Pole Creek drainages of the District

Recreation

Flaming Gorge Ranger District

4.3 acre parking area a permanent part of the marina permit and allow Cedar Springs Marina to maintain the parking area, remove and spray for weeds and vegetation, improve parking area drainage, grade surface, gravel surface where needed, and install one RV hookup for a camper RV that would house security personnel in the summer months.

Construct a 15 acre RV Park next to the existing Lucerne Marina The total number of sites planned for this area is 111 RV units.

Vernal Ranger District

Designate an official trailhead for the Dry Fork Flume Trail, and (2) to reroute the Flume trail and add new segments, so that it becomes one continuous route that does not require shared mixed use with the Red Cloud Loop Scenic Backway.

Reroute approximately 1/3-mile of motorized Forest system trail 1196. The East Galloway Trail 1196 is part of the Outlaw ATV Trail and is located south of the Red Cloud Loop National Scenic Backway, between Trout Creek Guard Station and Oaks Park Reservoir.

Fuels reduction and Vegetation Treatments

Flaming Gorge Ranger District

Reduce hazardous fuels within the Wildland Urban Interface (WUI) on approximately 345 acres within and adjacent to the Cedar Springs and Deer Run Campgrounds and 199 acres within the Mustang Ridge Campground areas.

Bighorn sheep habitat improvement project which includes lopping and scattering the juniper on some slopes along the Flaming Gorge Reservoir, followed one year later with prescribed burning.

V*ernal Ranger District*

Little Elk Summit Fuel Reduction

North Flank Vegetation Management Project - 98 acres commercial harvest, 412 acres stand improvement, 4,100 acres prescribed burning.

Salvage

Flaming Gorge Ranger District

North Flank Vegetation Management Project - Commercial salvage of 1,296 acres,

Summit Springs commercial salvage of approximately 201 acres of dead and dying conifers

Roosevelt/Duchesne Ranger District

Salvage timber harvest of fire-killed and dying trees from a 225-acre burn area on Pole Mountain.

Cumulative Effects

Wildlife: Because of the small amount of wildlife habitat actually affected among action alternatives, cumulative effects from other activities combined with proposed changes to the Travel Plan under the alternatives would not adversely affect wildlife. For a detailed discussion of cumulative effects see the Wildlife Report available in the Project Record.

Wilderness Potential: Most of the South Unit of the Roosevelt-Duchesne Ranger District is covered by oil and gas leases. NEPA and exploration are occurring within the unit. Developments are most likely in the near future in the Sowers Canyon, Nutters Canyon, and Alkali Canyon parts of the unit. Developments would likely result in a developed or altered landscape; conditions which are not consistent with wilderness potential. These effects are acknowledged here, but are unlikely to be cumulative with travel management other than in Alkali Canyon. With proposal 4001 added to other effects, Alkali Canyon would not have a sufficient size are left with Wilderness attributes to be mapped and Potential Wilderness in inventories conducted after the oil and gas developments.

Soil: Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C and E would degrade soil productivity in alpine areas. Alternative D would decrease miles of route in alpine areas and not add to cumulative effects.

Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C, and E would degrade soil productivity in the LPA. Alternative D would decrease miles of route in the Limestone Plateau Association and not add to cumulative effects.

Cumulative effects from past and present activity and action alternatives would be minimal for wet meadow and riparian corridor areas as overall there would be fewer routes and decreased dispersed camping areas. In the reasonably foreseeable future however, proposed oil and gas development would increase motorized routes and add well pads that could potentially affect wet meadow and riparian corridors as the area where this activity would take place is Sowers Canyon with a perennial stream on the South Unit of the Roosevelt-Duchesne Ranger District.

Water Resources: Potential effects from these routes could add to cumulative effects in the localized areas mentioned in section 3.2.6, while Forest-wide a reduction in travel route related cumulative effects to water resources would occur.

Economics: There are no measurable effects expected. Economic effects would not be cumulative with other actions on Forest Service or other nearby lands.

3.13 Other Required Disclosures

NEPA at 40 CFR 1502.25(a) directs “to the fullest extent possible, agencies shall prepare draft environmental impact statements concurrently with and integrated with …other environmental review laws and executive orders.”

The Ashley National Forest has consulted with several State and Federal agencies in preparing this EIS.

This EIS and accompanying project file has been prepared in accordance with the 2005 National Forest Travel Management Rule, Executive Orders 11644 and 11989 that relate to OHV management, National Environmental Policy Act, and the numerous laws that pertain to specific resources affected by OHV management.

Endangered Species Act

The Endangered Species Act of 1973 requires that actions of federal agencies do not jeopardize or adversely modify critical habitat of federally-listed species. Informal consultation with Fish and Wildlife Service will be initiated to review 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 may affect, not likely to adversely affect determinations are pending concurrence from FWS, but will be finalized and documented in the FEIS.

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 fish species. A “no effect” determination was made as there are no federally listed fish species within the project area and the project would not result in any water depletions from the Green River Basin.

An Aquatic Species BE for Colorado River cutthroat trout (a sensitive species) was completed for the project. 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.

Clean Water Act

As required by the Clean Water Act, the State of Utah has adopted a Water Quality Antidegradation Policy that requires maintenance of water quality to protect the instream Beneficial Uses existing as of 1975. The Clean Water Act also directs each State to establish a Nonpoint Source Management Plan. The State of Utah Division of Water Quality and USDA Forest Service Intermountain Region have agreed through a 1993 Memorandum of Understanding to use Forest Plan Standards & Guidelines and the Forest Service Handbook (FSH) 2509.22 Soil & Water Conservations Practices (SWCPs) as the Best Management Practices (BMPs) to meet the water quality protection elements of the Utah Nonpoint Source Management Plan. The use of SWCPs as the BMPs meets the water quality protection elements of the Utah Non-point Source Management Plan.

Increased contributions to any 303d listed stream is not anticipated in any alternative except Alternative A, where motorized travel with the hatched travel area would allow additional impacts to wetlands, floodplains, and stream channels. The Beneficial Uses and High Quality of

water in the streams draining the analysis area would be maintained to the extent feasible during and following project implementation through the proper implementation of Best Management Practices (the Soil and Water Conservation Practices) as described within the project-specific design features.

Executive Order 11644 of February 8, 1972
Use of Off-road Vehicles on the Public Lands

As amended by Executive Order 11989 of May 24, 1977.

Executive Order (EO) 11644, as amended, provides direction for federal agencies to establish policies and procedures to control and direct the use of OHVs on public lands in order to: 1) protect the resource of those lands; 2) promote the safety of all users of those lands; and 3) minimize conflicts among various users of those lands. In response, the Forest Service developed regulations at 36 CFR 216, 219, and 295. Under these regulations OHV use can be restricted or prohibited to minimize: 1) damage to soil, watershed, vegetation, or other resources of the public lands; 2) harm to wildlife or wildlife habitats; or 3) conflicts between the use of OHVs and other types of recreation.

Each of the action alternatives analyzed in this EIS makes substantial improvements in reducing redundant routes and minimizing resource impacts and use conflicts as required by 36 CFR 212.55 and EO 11644.

Executive Order 11988 of May 24, 1977
Floodplain Management

This order requires the Forest Service to provide leadership and to take action to: 1) minimize adverse impacts associated with occupancy and modification of floodplains and reduce risks of flood loss; 2) minimize impacts of floods on human safety, health, and welfare; and 3) restore and preserve the natural and beneficial values served by floodplains.

Hydrology: The Forest Service is proposing to reduce or maintain the number of roads within the riparian influence zone in every alternative except Alternative A, where motorized travel on existing undesignated routes would allow for additional impacts to floodplains.

Aquatic Biota: None of the alternatives would result in an increase in impacts within floodplain areas. Alternative A would result in a continuation of the current motorized travel management strategy across the Forest. All action alternatives would result in a decrease of impacts within floodplain areas, primarily through the elimination of undesignated travel within the hatched travel area on the Forest. Thus, all alternatives ultimately comply with the intent of Executive Order 11988.

Executive Order 11990 of May 24, 1977
Protection of Wetlands

This order requires the Forest Service to take action to minimize destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands.

Hydrology: The Forest Service is proposing to reduce or maintain the number of roads within the riparian influence zone in Alternatives B, C, and D. In Alternatives A and E, road density in the riparian influence zones would either increase or remain the same. In Alternative A, cross-country travel would allow for additional impacts to wetlands, while in Alternative E, road density in riparian influence zones would increase.

Aquatic Biota: Although Alternatives B, C, and E propose some new trail construction across streams, all action alternatives would result in an overall decrease of impacts within wetland and riparian areas, primarily through the elimination of the hatched travel area on the Vernal Ranger District. Thus, all alternatives ultimately comply with the intent of Executive Order 11990. Alternative A would result in a continuation of the current motorized travel management strategy.

Executive Order 12898 of February 11, 1994

Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations

Executive Order 12898 directs the agency to identify and address, "...as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations ...." In its outreach and scoping (public involvement) processes, the Forest did not identify any potentially disproportionately high and adverse human-health or environmental effects to minority or low-income populations.

None of the alternatives would result in changes that specifically impact minority or low income people or communities where they are concentrated.

All recreational and economic opportunities would remain available under all alternatives. None of the alternatives change the driving distance to various opportunities.

Executive Order 13186 of January 10, 2001

Responsibilities of Federal Agencies to Protect Migratory Birds

Executive Order 13186 directs federal agencies to protect migratory birds by integrating bird conservation principles, measures, and practices into agency activities and by avoiding or minimizing, to the extent practical, adverse impacts on migratory birds' resources when conducting agency actions. The Migratory Bird Treaty Act prohibits the taking of migratory birds, their parts, nests, eggs, and nestlings.

On August 1, 2007, the National Forests in Utah formalized an updated state-wide strategy for addressing migratory birds in Forest Service planning and project documents (MacWhorter 2007). Several species on the Birds of Conservation Concern and Utah Partners in Flight (PIF) Priority Species lists occur or have habitats within the Forest. These species are the black rosy-finch, black-throated gray warbler, sage sparrow, Brewer's sparrow, greater sage grouse, broad-tailed hummingbird, flammulated owl, burrowing owl, golden eagle, northern harrier, peregrine falcon, prairie falcon, three-toed woodpecker, Williamson's sapsucker, Lewis's woodpecker, loggerhead shrike, red-naped sapsucker, Virginia's warbler, pinyon jay, pygmy nuthatch, and gray vireo.

For this analysis, the flammulated owl, bald eagle, peregrine falcon, and three-toed woodpecker are sensitive species and are discussed in detail in the Sensitive Species section of this report. The greater sage grouse is both a sensitive species and an MIS and is discussed in the Sensitive Species section of this report. The red-naped sapsucker and golden eagle are MIS and are discussed in the MIS section of this report. Refer to those sections in this report for analysis on those species.

The National Historic Preservation Act of 1966 Section 106 (NHPA)

The Act's implementing regulations (36 CFR Part 800) require that federal agencies take into account the effect of their undertakings on Historic Properties and that agencies provide the Advisory Council on Historic Preservation (ACHP) or State Historic Preservation Officer

(SHPO), and the relevant American Indian Tribes, an opportunity to comment on those undertakings.

Ashley National Forest is consulting with the Ute Tribe and the Eastern Shoshone Tribe regarding potential effects to historic properties which are of significance to the Tribes as required by 36 CFR 296.7 and 36 CFR 800 Section 101(d)(6)(B). Consultation with the Tribes will be conducted in a manner befitting the Government-to-Government relationship between federal agencies and Native American Tribes as required by Executive Order 13084, legal agreements, federal treaties, and case law.

The proposed action has the potential to cause an adverse effect on cultural resources under any of the alternative proposals. Each proposed alternative would have a different level of potential effects. Alternative D would have the potential to affect the least number of cultural resources. Alternative C would have the potential to affect the greatest number of cultural resources through new or changed routes. Adverse effects to cultural resources resulting from any of the selected alternatives would require mitigation efforts in consultation with the State Historic Preservation Officer (SHPO) and concerned Tribes.

Because effects to cultural resources must be evaluated under the National Historic Preservation Act (NHPA) and any adverse effects must be mitigated, a separate effort under that law is being conducted in tandem with the requirements of the National Environmental Policy Act (NEPA). Road segments which are determined to potentially cause adverse effects to cultural resources would remain closed until the requirements under NHPA have been fulfilled. As NHPA requirements are completed for specific road segments, they would be opened for public use and added to the Motor Vehicle Use Map (MVUM). Because of time restraints and available funding to complete NHPA requirements, some newly designated routes authorized under this NEPA document may not be authorized for public use for several years because of cultural resource mitigation needs.

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CHAPTER 4. CONSULTATION AND COORDINATION

4.1 Preparers and Contributors

The Forest Service consulted the following individuals, Federal, State, and local agencies, tribes and non-Forest Service persons during the development of this environmental assessment:

ID TEAM MEMBERS:

Kris Rutledge	**Forest Environmental Coordination**
Project Role and Responsibility	Interdisciplinary Planning Team leader and primary document writer
Degree	BS Wildlife Sciences, Oregon State University, 1988.
Experience	20 years with the Forest Service focusing on biological sciences, project planning, and NEPA.

Don Jaques	**Forest Partnership Coordinator**
Project Role and Responsibility	Cooperator outreach, co-writer/editor and co-project leader
Degree	BS Agribusiness Management/Business Administration, Animal Science minor, Utah State University, 1993.
Experience	3 years with the Ashley National Forest as partnership coordinator, 10 years with other federal agencies (FSA, FmHA, and FAA) and 4 years in private industry focusing on communication, program administration and management.

Omero Torres	**Vernal Ranger District Recreation and Lands Staff**
Project Role and Responsibility	Recreation resource analysis and co-project leader
Degree	BS Rangeland Resource Science, BS Natural Resources Recreation. Humboldt State University, 2000.
Experience	6 years with the Forest Service and 2 years with the Bureau of Land Management focusing on developed and dispersed recreation, and motorized and non-motorized trails management.

Ron Brunson	**Roosevelt/Duchesne Ranger District Fisheries Biologist**
Project Role and Responsibility	Fisheries and aquatic resource specialist
Degree	B.S. Fisheries and Wildlife Management, Utah State University, 1995.
Experience	3 years as fisheries biologist with the Ashley National Forest, Roosevelt/Duchesne Ranger District. 10 years as a native aquatic biologist with the Utah Division of Wildlife Resources; experience with conservation biology, fisheries management and research.

Bob Christensen	**Roosevelt/Duchesne Ranger District Wildlife Biologist**
Project Role and Responsibility	Terrestrial wildlife specialist
Degree	B.S. Fisheries and Wildlife Management, Utah State University, 1996.
Experience	8 years as wildlife biologist and 2 years as range management specialist with the Forest Service focusing in range and wildlife ecology.

Shauna Derbyshire	**Forest Lands and Minerals Program Manager**
Project Role and Responsibility	Lands and Minerals Resource Specialists
Degree	National Lands Academy, 2000.
Experience	21 years with the Bureau of Land Management and 1 year with the Ashley National Forest focusing on Lands & Mineral Development, Land Use Planning, and NEPA.

Clay Johnson	**Forest Archaeological Technician**
Project Role and Responsibility	Cultural resource analysis
Degree	BS Anthropology, Utah State University, 2000.
Experience	9 years experience with the Ashley National Forest as an archaeological technician.

Helen Kempenich	**Forest Physical Scientist**
Project Role and Responsibility	Physical Scientist - watershed resource analysis
Degree	BS Biology, Utah State University, 2001.
Experience	7.5 years with the Ashley National Forest working with the watershed group focusing on biological and physical sciences.

Valton Mortenson	**Forest Civil Engineer**
Project Role and Responsibility	Forest Civil Engineer
Degree	BS Civil Engineering, Utah State University 1993, MS Civil and Environmental Engineering, Utah State University 1995
Experience	9 years with the Forest Service as an engineer. Licensed Professional Engineer in Utah.

Chris Plunkett	**Forest Hydrologist**
Project Role and Responsibility	Watershed resource analysis
Degree	BA Physical Geography, Georgia State University, 1993
Experience	11 years with the Forest Service as a hydrologic technician and hydrologist.

Diane Probasco	**Flaming Gorge and Vernal Ranger District - Wildlife Biologist (transferred)**
Project Role and Responsibility	Terrestrial wildlife specialist
Degree	BS Wildlife Biology, University of Montana, 2003.
Experience	8 years with the Forest Service as a terrestrial wildlife biologist.

Gina Reese	**Forest Recreation Trails Manager**
Project Role and Responsibility	Field operations
Experience	30 years with the Forest Service providing technical work in Engineering and Recreation.

Jeffrey Rust	**Forest Archaeologist**
Project Role and Responsibility	Cultural Resource Specialist
Degree	MA Anthropology, Brigham Young University, 1999 BA Anthropology, Brigham Young University, 1993
Experience	9 years as federal agency archaeologist (National Park Service, U.S. Army, U.S. Forest Service). 6 years as archaeologist with private archaeological firms.

FOREST LEADERSHIP TEAM MEMBERS:

Name	Assigned Unit	Position
Kevin B. Elliott	Ashley National Forest	Forest Supervisor
Mike Elson (transferred)	Roosevelt/Duchesne Ranger District	Deputy District Ranger
Ivan Erskine	Ashley National Forest	Fire Management Officer
Louis Haynes	Ashley National Forest	Public Affairs Officer
Earl Kerns Donald R. Catron (acting)	Ashley National Forest	Ecosystem Management
Kathy Paulin	Ashley National Forest	Planning Staff Officer
J.R. Kirkaldie	Roosevelt/Duchesne Ranger District	District Ranger
Eileen Richmond Nicholas T. Schmelter (acting)	Ashley National Forest	Public Service Group Leader
Nicholas T. Schmelter Earl Kerns (acting)	Vernal Ranger District	District Ranger
Jeff Schramm (transferred) Rowdy Muir (acting)	Flaming Gorge Ranger District	District Ranger

FEDERAL, STATE, AND LOCAL AGENCIES:

Bureau of Land Management (Department of Interior) [BLM Field Office] - Vernal UT
Bureau of Land Management (Department of Interior) [BLM Field Office] - Rock Springs, WY
Daggett County Commissioners - Mania, UT
Duchesne County Commissioners - Duchesne, UT
Duchesne County Planning Office - Duchesne, UT
Duchesne Water Conservation District - Duchesne, UT
Environmental Protection Agency - Denver, CO
Sweetwater County Commissioners - Rock Springs, WY
Sweetwater Conservation District - Rock Springs, WY
Uintah County Commissioners - Vernal, UT
Uinta-Wasatch-Cache National Forest - Salt Lake City, UT
Utah Department of Game and Fish

Utah Dept. of Natural Resources - Salt Lake City, UT
Utah Public Lands - Salt Lake City, UT
US Fish and Wildlife Service (Department of Interior)
Utah State Parks - Salt Lake City, UT
Utah State Historic Preservation Office - Salt Lake City, UT
Utah Trust Lands - Salt Lake City, UT
Wyoming Department of Game and Fish
Wyoming State Historic Preservation Office - Cheyenne, WY

TRIBES:

Eastern Shoshone Tribes - Fort Washakie, WY
Ute Indian Tribes - Fort Duchesne, UT

OTHERS:

Backcounty Horseman of America
Blue Ribbon Coalition
Chad Wilkerson
Curt Kennedy
David Jorgensen
Dennis Glines
Enos Bennion
Flaming Gorge Resort
Floyd Barlett
High Uintas Preservation Council
Jack and Kathy Blair
Linda Van der Veer
Petros Environmental Group
Robert Riddle
Shane Goddard
Sirl Atwood
Utah Environmental Council
Uinta Mountain Club
Uinta County Trails Coalition
Western Resource Advocates
Wildlands CPR

4.2 Distribution of the Environmental Impact Statement _____

This environmental impact statement has been distributed to individuals who specifically requested a copy of the document. In addition, copies have been sent to the Federal agencies, federally recognized tribes, State and local governments, and organizations listed above representing a wide range of views regarding the proposed designation of motorized routes on the Ashley National Forest.

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GLOSSARY

administrative road
Authorized vehicle use of otherwise closed roads and/or areas to carry out Forest management activities. Includes but is not limited to access for prescribed burning, fish and wildlife habitat improvement, and timber sales. Also includes use by permittees as authorized by permit to conduct authorized activities.

affected environment
The natural, physical, and human-related environment that is sensitive to changes from the alternatives.

air quality
The composition of air with respect to quantities of pollution therein; used most frequently in connection with standards of maximum acceptable pollutant concentrations.
all-terrain vehicle (ATV)
See off-highway vehicle.

analysis area
The geographic area defining the scope of analysis for the project. Sometimes for a particular resource, the analysis area may have to be larger when effects have potential to extend beyond the boundaries of the proposal.
annual maintenance
Maintenance performed to maintain serviceability or repair failures during the year in which they occur.

archaeological site
Any site that is attributed to prehistoric American Indian cultures. A site is any location of use or occupation by human beings. In this part of the country, this generally refers to sites dated to pre-1700.

availability
For Wilderness Potential is the degree to which the area is available for wilderness designation, and is based on the demand for resource uses that are inconsistent with wilderness. For example, oil and gas development, timber harvest, and motorized recreational travel are inconsistent with wilderness as it is currently defined and lower the availability of an area. Requirements for documenting availability include a discussion of existing and planned activities by resource, and an evaluation of the degree to which the area is available based on potential for conflicts with other resource commitments**.**

beneficial uses
Water uses necessary for the survival or well-being of humans, plants, or wildlife.

Best Management Practices (BMPs)
A practice or combination of practices that are the most effective and practical means of achieving resource protection objectives during resource management activities.

big game
Those species of large mammals normally managed as a sport hunting resource..

capability
For Wilderness Potential is the degree to which the area contains the basic characteristics that make it suitable for wilderness. The amended FS Manual lists naturalness, undeveloped, outstanding opportunities for solitude and primitive recreation, special features, and manageability as evaluation factors.

closed road
See **administrative road, decommission, and obliteration.**

Code of Federal Regulations (CFR)
A codification of the general and permanent rules published in the Federal Register by the Executive departments and agencies of the federal government.

community
A group of one or more populations of plants and/or animals in a common spatial arrangement; an ecological term used in a broad sense to include groups of various sizes and degrees of integration.

cross-country travel
Traveling across the countryside (as fields and woods) rather than by roads or trails. Travel off of designated roads or trails.

cultural resources
The physical remains of human activity (artifacts, ruins, burial mounds, petroglyphs, etc.) having scientific, prehistoric, or social values.

cultural site
Any location that includes prehistoric and/or historic evidence of human use, or that has important sociocultural value.

cumulative effect
The impact on the environment that results from the incremental impact of the action when added to other actions over time and space. Individual impacts can either amplify or negate each other depending on the location, timing, and types of interactions involved. Individually minor but collectively significant actions can result from cumulative effects.

cumulative effects area
An area with a mapable boundary where individual impacts can accumulate and result in cumulative effects. Cumulative effects areas are often different for each resource or plant and animal species, and often require consideration of more than one spatial temporal scale.

deciding official
The Forest Service employee who has the authority to select and carry out a specific planning action.

decommission

To deactivate or dismantle a road; the denial of use, elimination of travelway functionality, and removal of the road from the forest transportation system; and the return of the road corridor to resource production by natural or designed means.

deferred maintenance
Maintenance that was not performed when it should have been or when it was scheduled, and therefore was put off or delayed for a future period.

designated road, trail, or area
A National Forest System road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to § 212.51 on a motor vehicle use map (36 CFR 212.1).

direct effects
Effects on the environment that occur at the same time and place as the initial cause of action.

developed recreation
Recreation that requires facilities and results in the concentrated use of an area (e.g., campgrounds or ski resorts).

dispersed campsite
Temporary undeveloped campsites that are typically created and maintained by forest users. Existing temporary campsites can be distinguished by evidence of rock fire rings, old tent sites, and tracks from earlier vehicle accesses.

dispersed recreation
Recreation that occurs outside a developed setting (e.g., hunting, scenic driving, or backpacking).

disturbance
Any event that alters the structure, composition, or function of an ecosystem, including grazing, human trampling, logging, foraging by wildlife ungulates, wind, flood, insects, disease, and fire.

diversity
The relative distribution and abundance of different plant and animal communities and species within an area.

effects
Environmental consequences (the scientific and analytical basis for comparison of alternatives) because of a proposed action. Effects may be either direct, which are caused by the action and occur at the same time and place, or indirect, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable of cumulative.

endangered species
". . . [A]ny species which is in danger of extinction throughout all or a significant portion of its range . . . " which is designated by the Secretary of the Interior or the Secretary of Commerce (Endangered Species Act of 1973 Sec. 3(6)).

environment
The aggregate of physical, biological, economic, and social factors affecting organisms in an area.

environmental impact statement (EIS)
A detailed statement prepared by the responsible official when a major federal action that significantly affects the quality of the human environment is described, alternatives to the proposed action provided, and effects analyzed.

erosion
Detachment or movement of soil or rock fragments by water, wind, ice, or gravity. Accelerated erosion is much more rapid than normal, natural, or geologic erosion, primarily because of the influence of activities of people, animals, or natural catastrophes..

existing route
A road or trail that currently exists on the ground but that may or may not be designated as open to motorized use. Includes constructed roads and trails maintained by the Forest Service or cooperating agencies. Constructed roads and trails are often characterized by a road or trail prism with cut and fill slopes or through-fills. An existing route may also be an evident two-track and single-track route with regular use that has resulted from continuous passage of motorized vehicles over a period of years where perennial vegetation is devoid or scarce.

Federal Register
A daily publication that reports Presidential and Federal agency documents.

floodplain
The lowland and relatively flat areas adjoining inland and coastal waters including, at a minimum, that area subject to a 1 percent or greater chance of flooding in any given year.

forest highway
A forest road under the jurisdiction of, and maintained by, a public authority and open to public travel (23 USC Section 101 (a)).

Forest Plan
Shortened name for a unit's Land and Resource Management Plan. Provides strategic guidance to management activities on National Forest System lands.

forest road or trail
A road or trail wholly or partly within or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources (36 CFR 212.1).

Forest Service Handbook (FSH)
The principal source of specialized guidance and instruction for carrying out the direction issued in the Forest Service Manual (FSM). Specialists and technicians are the primary audience of handbook direction.

Forest Service Manual (FSM)
Contains legal authorities, objectives, policies, responsibilities, instructions, and guidance needed on a continuing basis by Forest Service line officers and primary staff in more than one unit to plan and execute assigned programs and activities.

four threats
Management issues identified by the Chief of the Forest Service as the greatest threats to the Nation's forests and grasslands. The four key threats are hazardous fuels, invasive species, loss of open space, and unmanaged recreation. These program areas are currently receiving the highest priority and funding emphasis in the Forest Service. See http://www.fs.fed.us/projects/four-threats/ for more information.

fragmentation
The process by which aquatic or terrestrial habitats are increasingly subdivided into smaller units, resulting in their increased insularity as well as losses of total habitat area.

game species
Any species of wildlife or fish for which seasons and bag limits have been prescribed, and that are normally harvested under state or federal laws, codes, or regulations.

geographic areas
Sub-divisions of the forest defined by topographic, climatic, and geologic features or special habitats or uses that provide a sense of place.

habitat
The place where a plant or animal lives and grows.

hatched travel area
two travel areas totaling 111,805 on the Vernal Ranger District that are depleted with a cross hatching on the current travel map. Within the hatched travel areas motorized vehicles are allowed on designated routes and established, undesignated routes as long as resource damage is not occurring.

historic
After the introduction of written records. In this part of the country this generally refers to sites or uses of areas or landscapes dated from 1700 to the present.

historical site
Any site that is 50 years of age or older that is attributed to any historical cultures, including American Indian or European immigrant cultures. A site is any location of use or occupation by human beings. In this part of the country this generally refers to sites dated from 1700 to the present.

Hydrologic Unit Code
The U.S. is divided and sub-divided into successively smaller hydrologic units which are classified into four levels: regions, sub-regions, accounting units, and cataloging units. The hydrologic units are arranged within each other, from the smallest (cataloging units) to the largest (regions). Each hydrologic unit is identified by a unique hydrologic unit code (HUC) consisting of two to eight digits based on the four levels of classification in the hydrologic unit system (http://water.usgs.gov/GIS/huc.html).

Indian Tribe
Any American Indian group in the U.S. that the Secretary of the Interior recognizes as possessing tribal status.

indirect effects
Secondary effects that occur in locations other than the location of the initial action or significantly later in time.

interdisciplinary team
A group of resources professionals with different expertise that collaborates to develop and evaluate resource management decisions.

invasive species
An alien species whose introduction does or is likely to cause economic or environmental harm or harm to human health. Includes both native and non-native forest and rangeland pests.

irretrievable impact or commitment
The elimination of a resource, its productivity, and/or its utility for the life of the project.

irreversible impact
The start of a chemical, biological, and/or physical process that could not be stopped. As a result, the resource or its productivity and/or its utility would be consumed, committed, or lost forever.

invasive plants
Nonnative aquatic and terrestrial species that have the capacity to dominate, overwhelm, and replace native vegetation. A species is considered invasive if it is nonnative to the ecosystem under consideration, and if its introduction causes or is likely to cause economic or environmental harm or harm to human health. Noxious weeds are a subset of invasive plants.

landscape
The aspect of the land that is characteristic of a particular region or area.

jurisdiction
The legal right to control or regulate use of a transportation facility. Jurisdiction requires authority, but not necessarily ownership. The authority to construct or maintain a road may be derived from fee title, an easement, or some other similar method (FSM 7705 – Transportation System).

lek
A specific location where male grouse congregate and strut to attract and breed with female grouse. Most male grouse return to the same lek every year.

maintenance
The upkeep of the en**tire forest development transportation facility including surface and shoulders, parking and** side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization (36 CFR 212.2 (i)).

Maintenance Level
See Operational Maintenance Level.

management direction
A statement of multiple use and other goals and objectives, along with the associated management prescriptions and standards and guidelines to direct resource management.

Management Indicator Species
A species of wildlife, fish, or plant whose health and vigor are believed to accurately reflect the health and vigor of other species having similar habitat and protection needs to those of the selected indicator species.

mitigation
Actions to avoid, minimize, reduce, eliminate, replace, or rectify the impact of a management practice.

monitoring
The process of collecting information to evaluate if objectives and anticipated results of a management action are being realized or if implementation is proceeding as planned.

motor vehicle
Any vehicle which is self-propelled, other than: (1) a vehicle operated on rails; and (2) any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area (36 CFR 212.1).

Motor Vehicle Use Map (MVUM)
A map reflecting designated roads, trails, and areas on an administrative unit or a Ranger District of the National Forest System (36 CFR 212.1).

motorized mixed use
Designation of a National Forest System road for use by both highway-legal and non-highway legal motor vehicles (EM-7700-30 – Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads).

multiple use
According to the Multiple-Use Sustained-Yield Act of 1960, the management of all the various renewable surface resources of the national forests so that they are utilized in the combination that will best meet the needs of the American people; making the most judicious use of the land for some or all of these resources or related services over areas large enough to provide sufficient latitude for periodic adjustments in use to conform to changing needs and conditions; that some land will be used for less than all of the resources; and harmonious and coordinated management of the various resources, each with the other, without impairment of the productivity of the land, with consideration being given to the relative values of the various resources, and not

necessarily the combination of uses that will give the greatest dollar return or the greatest unit output.

National Environmental Policy Act of 1969 (NEPA)
An act mandating an environmental analysis and public disclosure of federal actions.

National Forest Management Act (NFMA)
A law passed in 1976 as amendments to the Forest and Rangeland Renewable Resources Planning Act that requires the preparation of regional and forest plans and the preparation of regulations to guide that development.

National Forest System
All National Forest land reserved or withdrawn from the public domain of the U.S.; all National Forest lands acquired through purchase, exchange, donation, or other means; the National Grasslands and land utilization projects administered under Title III of the Bankhead-Jones Farm Tenant Act; and other lands, waters, or interests therein that are administered by the Forest Service or are designated for administration through the Forest Service as a part of the system (36 CFR 212.1).

National Forest System road
A forest road other than a road that has been authorized by a legally documented right-of-way held by a state, county, or other local public road authority (36 CFR 212.1). Previously referred to as a classified road.

National Forest System trail
A forest trail other than a trail that has been authorized by a legally documented right-of-way held by a state, county, or other local public road authority (36 CFR 212.1).

National Register of Historic Places
A register of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, and culture. The register was established by the National Historic Preservation Act of 1966 and is maintained by the Secretary of the Interior.

native species
With respect to a particular ecosystem, a species that, other than as a result of an introduction, historically occurred or currently occurs in that ecosystem.

need
For Wilderness Potential is evaluated from a regional and national perspective. The evaluation considers the degree to which the area would contribute to the National Wilderness Preservation System (NWPS). Potential ecological and recreational contributions are considered.

NEPA process
An interdisciplinary and environmental effects disclosure process, mandated by the National Environmental Policy Act, which concentrates decision making around issues, concerns, alternatives, and the effects of alternatives on the environment.

nest area (for northern goshawk)
The nest tree and stand(s) surrounding the nest that contain prey handling areas, perches, and roosts.

new road construction
An activity that results in the addition of forest classified or temporary road miles (36 CFR 212.1, FSM 7705 – Transportation System).

No Action Alternative
An alternative required by regulations implementing the NEPA (40 CFR 1502.14). The No Action Alternative provides a baseline for estimating the effects of other alternatives.

non-motorized travel
Modes of travel that include hiking, equestrian, and mountain bikes and exclude all motorized use.

noxious weed
Any plant or plant product that can directly or indirectly injure or cause damage to crops (including nursery stock or plant products), livestock, poultry, or other interests of agriculture, irrigation, navigation, the natural resources of the U.S., the public health, or the environment (Plant Protection Act 2000).

obliteration
To unbuild, decommission, deactivate, or dismantle a road; the denial of use, elimination of travelway functionality, and removal of the road from the forest development road system; return of the road corridor to resource production by natural designed means.

Off-highway vehicle (OHV)/off-road vehicle (ORV)
Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain (36 CFR 212.1). Vehicle types include but are not limited to sport utility vehicles, jeeps, ATVs, mini-bikes, amphibious vehicles, over-snow vehicles, off-highway motorcycles, go-carts, motorized trail bikes, and dune buggies. Wheelchairs that are designed solely for use by a mobility-impaired person for travel are not included in this definition.

open to the public
Except during scheduled periods, extreme weather conditions, or emergencies, a route open to the general public for use with a standard passenger auto without restrictive gates or prohibitive signs or regulations, other than general traffic control or restrictions based on size, weight, or class of registration (23 CFR 660).

Operational Maintenance Level
The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained (FSH 7709.58 Sec 12.3 – Transportation System Maintenance Handbook).

overland travel
See *cross-country travel*.

over-snow vehicle
A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow (36 CFR 212.1).

paleontological resources
Any evidence of fossilized remains of multicellular invertebrate and vertebrate animals and multicellular plants, including imprints thereof. Organic remains primarily collected for use as fuel such as coal and oil are paleontological resources, but are excluded from the prohibitions under the rule (36 CFR 261.2).

permittee
An individual who has been granted a permit for a specific activity such as livestock grazing or an outfitter and guide operation.

population
A community of individuals that share a common gene pool.

Post-fledgling Area (for northern goshawk)
An area of concentrated use by the goshawk family after the young leave the nest.

prehistoric
Prior to written records being kept. As with archaeological sites, in this part of the country this generally refers to sites or uses of areas or landscapes dated to pre-1700.

prescribed fire
See *wildland fire*.

private road
A road under private ownership authorized by easement to a private party or a road which provides access pursuant to a res**e**rved or private right (FS 643 – Roads Analysis – Informing Decisions About Managing The National Forest Transportation System, August 1999).

project area
The spatial boundary that envelops the proposed actions and alternatives.

project record
An assemblage of documents that contain all the information developed or used during project development and environmental analysis. This information may be summarized and incorporated by reference in the environmental impact statement.

Public Forest Service Road
A designated public road under Forest Service jurisdiction that meets the definition of 23 USC Section 101.

Ranger District
An administrative subdivision of a national forest, supervised by a district ranger who reports to the forest supervisor.

Record of Decision
A concise public document disclosing the decision made following preparation of an EIS and the rationale use to reach that decision.

Recreation Opportunity Spectrum (ROS)
A framework for stratifying and defining classes of outdoor recreation based on environments, activities, and experience opportunities. The settings, activities, and opportunities for obtaining experiences are arranged along a continuum or spectrum divided into seven classes: Primitive, Semi-Primitive Non-Motorized, Semi-Primitive Motorized, Roaded Natural, Roaded Modified, Rural, and Urban.

Research Natural Area
"Research Natural Areas are part of a national network of ecological areas designated in perpetuity for research and education and/or to maintain biological diversity on National Forest System lands. Research Natural Areas are principally for nonmanipulative research, observation, and study. They also may assist in implementing provisions of special acts, such as the Endangered Species Act of 1973 and the monitoring provisions of the National Forest Management Act of 1976" (FSM 4063).

responsible official
The official with the authority and responsibility to oversee the planning process and to approve plans, plan amendments, and plan revisions (36 CFR 219.16).

right-of-way
An accurately located strip of land with defined width, beginning of point, and point of ending. It is the area within which the user has the authority to conduct operations approved or granted by the landowner in an authorizing document, such as a permit, easement, lease, license, or Memorandum of Understanding.

riparian
Related to, living, or located in conjunction with a wetland, on the bank of a river or stream, or at the edge of a lake or tidewater.

road
A motor vehicle route over 50 inches wide, unless identified and managed as a trail. A road may be a system road, unauthorized road, or temporary road.

road construction or reconstruction
Supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a road (36 CFR 212.1).

Road Maintenance Level

1. Roads assigned to maintenance levels 2-5 are either constant service roads or intermittent service roads during the time they are open to traffic. Maintenance levels 1-5 (operational and objective) are described below.
2. Level 1: Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed one year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate." Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses.

3. Level 2: Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to (1) discourage or prohibit passenger cars, or (2) accept or discourage high clearance vehicles.
4. Level 3: Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.
5. Level 4: Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced; however, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.
6. Level 5: Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is "encourage" (FSH 7709.58, 10).

Road Management Objective
Defines the intended purpose of an individual road based on management area direction and access management objectives. Road management objectives contain design criteria, operation criteria, and maintenance criteria (FSH 7709.55 Sec 33 – Transportation Planning Handbook).

route
A generic term that includes roads and trails as defined in this glossary.
R.S. 2477
Revised Statute 2477 is legislation that allows counties to assert that they have access rights on roads and/or trails that existed prior to the establishment of the Forest.

scale
Geographic extent (e.g., regional, sub-regional, or landscape).

scoping
The procedures by which the Forest Service determines the extent of analysis necessary for a proposed action, i.e., the range of actions, alternatives, and impacts to be addressed, identification of significant issues related to a proposed action, and establishing the depth of environmental analyses, data, and task assignments needed.

seasonal closure
A route or area closed part of the year. The season of closure is defined by the reason for the closure (e.g., winter range, snow, etc.).

Section 106 compliance
The requirement of Section 106 of the National Historic Preservation Act that any project funded, licensed, permitted, or assisted by the federal government be reviewed for impacts to historic properties and that the State Historic Preservation Officer and the Advisory Council of Historic Preservations be allowed to comment on a project.

sediment
Any material carried in suspension by water that will ultimately settle to the bottom. Sediment has two main sources: from the channel area itself and from disturbed sites.

Sensitive species
Those species identified by the Regional Forester for which population viability is a concern as evidenced by significant current or predicted downward trends in population numbers or density, or habitat capability that would reduce a species' existing distribution.

special use permit
A permit issued under established laws and regulations to an individual, organization, or company for occupancy or use of National Forest System lands for some special purpose.

species
A unit of classification of plants and animals consisting of the largest and most inclusive array of sexually reproducing and cross-fertilizing individuals, which share a common gene pool.

summer range
A range, usually at higher elevation, used by deer and elk during summer. A summer range is usually much more extensive than a winter range.

summer home
See *recreation residence*.

temporary road or trail
A road or trail necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a Forest System road or trail and that is not included in a Forest Transportation Atlas (36 CFR 212.1). These routes are not considered necessary for long-term access, recreational use, or resource management.

Threatened species
". . . [A]ny species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range" which is designated by the Secretary of the Interior or the Secretary of Commerce (Endangered Species Act of 1973 Sec. 3(19)).

Traditional Cultural Property
A location or community that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that are rooted in that community's history, and are important in maintaining the continuing cultural identity of the community. Properties can include buildings, structures, and sites; groups of buildings, structures or sites forming historic districts; landscapes; and individual objects (36 CFR 60.4).

trail
A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail. A trail may be authorized, unauthorized, or temporary.

Tribe
Term used to designate a federally-recognized group of American Indians and their governing body. Tribes may be comprised of more than one Band.

unauthorized road or trail
A road or trail that is not a Forest System road or trail or a temporary road or trail and that is not included in a Forest Transportation Atlas (36 CFR 212.1). The term "unclassified" was used in some of the earlier project file documentation that predated the Travel Rule.

undesignated roads and trails
Undesignated routes are not National Forest System roads and occur within the "hatched travel area" on the Vernal Ranger District. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.

Utility Terrain Vehicle (UTV)
also known as side-by-sides vehicles, SxS, RUV (Recreational Utility Vehicles) MUV (Multi-Use Vehicles). Any recreational motor vehicle other than an ATV or motorbike capable of travel over unpaved roads, traveling on four low-pressure tires of 20psi or less and with a width of less than 74 inches, maximum weight less than 2,000 pounds. Utility type vehicles do not include golf carts, or vehicles specially designed to carry disabled persons.

watershed
A land area that contributes all its water to one drainage system, basin, stream, or river. Watersheds can be described at multiple scales.

wetland
An area that is either permanently inundated with water or has seasonally high water tables that support vegetation requiring these conditions for growth and reproduction.

wilderness
As defined by the Wilderness Act of 1964, "an area where earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act an area of undeveloped federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; (3) has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and (4) may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value" (16 USC 1131).

wilderness area
An area designated by Congress as part of the National Wilderness Preservation System, according to the criteria established in the Wilderness Act of 1964.

wildland fire
Any non-structure fire that occurs in the wildland. There are three types of wildland fire: wildfire, wildland fire use, and prescribed fire.

wildfire
An unplanned, unwanted wildland fire, including unauthorized human-caused fires, escaped wildland fire use events, escaped prescribed fire projects, and all other wildland fires where the objective is to put the fire out.

wildland fire use
The application of the appropriate management response to naturally-ignited wildland fires to accomplish specific resource management objectives.

prescribed fire
Any fire ignited by management actions to meet specified objectives.

winter range
A range, usually at lower elevation, used by migratory deer and elk during the winter months; usually better defined and smaller than summer ranges.

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APPENDIX A

Appendix A - Tables of Route Proposals and Changes to Existing Travel Map

Introduction

Identifying and Tracking Proposals - Over 1200 route changes were proposed during scoping and the NEPA process. In order to track each proposed route or change, each proposal was given a unique number that was used to track that particular proposal throughout the process. The number was used to identify which district the route was on, followed by three numbers randomly assigned to that proposal. This number corresponds with the proposal number shown on each of the alternative maps contained in this document.

- Flaming Gorge Ranger District proposals start with the number "1" followed by three numbers.
- Vernal Ranger District proposals start with the number "2" followed by three numbers
- Roosevelt/Duchesne Ranger District North Unit proposals start with the number "3" followed by three numbers.
- Roosevelt/Duchesne Ranger District South Unit proposals start with the number "4" followed by three numbers.

For example, 1001 was the first proposal assigned an identifier on the Flaming Gorge Ranger District. Proposal 2040 was the fortieth proposal assigned an identifier on the Vernal Ranger District, etc. The proposals in each ranger district were assigned the identifier randomly and not according to status or ranking.

Explanation of Table Information

Information Contained in Tables - The tables below provide a variety of information about each proposal, as well as a comparison of the proposal between alternatives. Specifically, the table provides the following proposal information:

1. Proposal number
2. Proposed route designation by alternative type
3. Summary description of the existing designation vs. proposed outcome
4. Brief explanation of the rationale for the proposal and pertinent information surrounding its consideration
5. Summary description of proposed designation by alternative with supporting rationale

Definitions of Proposal Descriptions - Terms of types of route designations are provided in Chapter 2, *section 2.2.1*. As such, an complete definition of the route designations will not be given here. However, in order to demonstrate the proposals in tabular form, certain abbreviations of the types of route designation have been used. These abbreviations and corresponding explanation of terms are shown below:

Administratively Closed - These routes includes Forest Service motorized system routes that are not open for general public use. Routes are typically used for administrative, emergency, or special permitted access. These routes are normally available for nonmotorized use unless posted otherwise.

Dispersed Camping - This definition applies to routes that are currently being used for motorized dispersed camping on the Forest. These are not NFS Forest system roads and the term

applies for both areas of legal use (within 300 feet of a designated route, or within the Vernal hatched travel area on an existing route), as well as unauthorized use.

Dispersed Camping less than 150 feet - This term applies to routes that have been identified during the travel planning process as having a strong importance for dispersed camping use, being used appropriately, and within 150 feet of a designated route. While the new travel plan will allow for dispersed camping less than 150 feet from a designated route in all alternatives, it was desired to recognize and track these areas.

Existing Undesignated - These routes are identified as ***Undesignated routes*** in *section 2.2.1*. They are not NFS roads and occur within the "hatched travel area" on the Vernal Ranger District. These routes are not included in a Forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.

4WD mixed road - These routes are defined as ***Mixed Use Road or Mixed Traffic Use*** in *section 2.2.1***.** Designation is for a National Forest System road for use by both highway-legal and non-highway legal motor vehicles. Typically these routes are suitable for higher clearance vehicles and may be maintained to a lower classification standard.

Mixed use road - These routes are defined as ***Mixed Use Road or Mixed Traffic Use*** in *section 2.2.1***.** Designation is for a National Forest System road for use by both highway-legal and non-highway legal motor vehicles.

Motorized trail open to all vehicles - These routes are defined as ***Motorized trails, OHV trails, or ATV trails*** in *section 2.2.1* under the sub-category of ***Motorized trails for all vehicles.*** These routes are available for larger OHVs including the side-by-sides, and 4-wheel drive vehicles, as well as the smaller ATVs and motorcycles and non-motorized users. These routes are also often appropriate for larger vehicles pulling trailers to access dispersed camping sites.

Motorized trail OHV less than 50" - These routes are defined as ***Motorized trails, OHV trails, or ATV trails*** in section 2.2.1 under the sub-category of ***Motorized trails for vehicles with widths less than 50 inches***. These routes are available for ATVs and motorcycles as well and non-motorized users.

Nonmotorized Trail - This definition applies to the term ***Non-motorized trails*** in section 2.2.1. These are routes that are available for hikers, bicyclers (except in Wilderness) and horseback riders. Use by motorized wheelchair is allowed when feasible within the defined trail bed. Routes restricted to non-motorized use are closed to motorized use administratively.

Seasonal Closure - This designation may be added to specific types of route designations in order to demonstrate a specific closure to motorized use for a seasonal period. Seasonal closures are typically designated to address resource concerns that exist with motorized use during the specified time period.

Street Legal Vehicles Only - These are routes that are defined as ***NFS Street Legal Road*** in *section 2.2.1*. Refers to NFS roads defined above that are restricted to vehicles that are currently registered and licensed for legal highway use.

Unauthorized or Unauthorized route - These routes are defined as ***Unauthorized routes*** in *section 2.2.1*. They are not NFS roads and occur outside the Vernal Ranger District hatched travel area. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.

Explanation of Proposal Table Information - The following is an example of a proposal from the table with a breakdown of individual route components.

1089	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Motor trail open to all vehicles**
	Unauthorized route / Motorized trail open to all vehicles - Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is within the IRA and crosses drainage.				

This is proposal 1089. The "1" followed by three numbers indicates that this proposal is within the Flaming Gorge Ranger District.

This number corresponds with and is depicted on the alternative maps that are part of this document.

Unauthorized	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Motor trail open to all vehicles**

Proposal is currently an unauthorized route.

Proposal would be designated as a Motorized trail open to all vehicles in Alternatives B, C and E.

Alternative D would not adopt this proposal.

Unauthorized route / Motorized trail open to all vehicles - Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is within the IRA and crosses drainage.

"Unauthorized route / Motorized trail open to all vehicles"
Route was proposed to change from an unauthorized route as being open to all vehicles.

"Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). "
This is a summary description of the rationale given for adopting this route. It also provides important items that may assist in making this determination or mitigation needed -- "**(Engineering required a drainage crossing)**".

"ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is within the IRA and crosses drainage."

Proposal would be adopted as described in the summary description for Alternatives B, C, and E. However, the route would not be adopted in alternative D as described here.

D1 FLAMING GORGE

	ALT. A No Action	ALT. B Preferred Alternative	ALT. C Increased Motorized Opportunity	ALT. D Non-Motorized Opportunity	ALT. E Blend of C and D
Prop #	**CURRENT CONDITION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**
1001-103	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**
	Roads are currently Administratively closed - No change				
1004	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street Legal Vehicles Only / 4WD mixed road - This is consistent with adjacent use				
1005	**Motorized trail OHV less than 50"**	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**
	Motorized trail OHV less than 50" / Administratively closed - Proposal is to administratively close FS Trail 1014. - ALT. B, C, D & E - Trail unsafe, redundant loop, resource concerns. Mitigation would be expensive and unfeasible.				
1006	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Route provides alternative route from state lands to FS without Crossing Longs Park dam. Adopt this proposal or 1007, but not both. Drop this proposal and use 1007. Too difficult to keep ATVs on trail, history of off road use, and would cross stream.				
1007	**Administratively close**	**Motor trail open to all vehicles-Seasonal Closure**	**Motor trail open to all vehicles-Seasonal Closure**	**Do Not Adopt**	**Motor trail open to all vehicles-Seasonal Closure**
	Administratively closed / Motorized trail open to all vehicles - (need to limit large vehicles because of sharp turn at dam) with seasonal closure during hunting season. ALT. B, C & E - Restrict to ATVs > 50" and seasonal closure during hunting season. ALT. D - Do not adopt. Not consistent with current recreation management and dam crossing would need to be mitigated to ensure ATVs stay on road.				
1008	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail OHV less than 50" - Proposal modified in proposal 1263 or 1270 to follow power line and connect to proposals 2019 and 1019. Where proposals junction, route would follow south to Highland trailhead to connect FG Lodge and Outlaw trail. ALT. B, C, D & E - Do not adopt, road redundant and in critical deer winter range.				
1009	**Administratively close**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / 4WD mixed road - Wildlife, hydrology, and other resource concerns. Approximately 750 feet of riparian seep in narrow drainage bottom is impacted by route traveling up the bottom. ALT. B, C, D & E - Do not adopt - Resource concerns and critical deer winter range.				
1010	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" FS nonmotorized trail 631. Uses canal bank. ALT. B, C, D & E - Do not adopt. Nonmotorized trail. Semi primitive motorized. Not compatible with ROS and TES.				

1011	**Administratively close**	**4WD mixed road-Seasonal Closure**	**4WD mixed road-Seasonal Closure**	**Do Not Adopt**	**4WD mixed road - Seasonal Closure**
	Administratively closed / 4WD mixed road. Route accesses dispersed camping and 4WD mixed roads. ALT. B, C, & E - Reroute to avoid wildlife habitat and resource concerns.				
1012	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" - Nonmotorized trail #1005. Proposal to allow OHV use. ALT. B, C, D & E - Do not adopt - redundant route, can access lake via other ATV route. User conflicts, crosses stream.				
1013	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized and new/Motorized trail open to all vehicles, possible alternative to Sols Canyon. ALT. B, C, D & E - Do not adopt, steep with shallow soils, access off of private land. Recommend proposal #1007				
1014	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" - FS nonmotorized trail 025 (Highline trail) - Proposal is to allow OHV use less than 50". This route connects to proposal 1015. ALT. B, C, D & E - Do not adopt. Nonmotorized trail conversion to motorized would create user conflicts. Resource concerns including wildlife, soils, and other.				
1015	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" - Proposal is to allow OHV less than 50" on nonmotorized FS trail 025 (Highline trail). Route connects to proposal 1014. ALT. B, C, D & E - Do not adopt. Nonmotorized vs. Motorized user conflicts. Resource concerns in soils, wildlife, and other.				
1016	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail OHV less than 50" - FS nonmotorized trail 017. Route is a loop off of canal road that is contingent on proposal 1010. Proposal 1010 was not carried forward so this cannot proceed. ALT. B, C, D &E - Do not adopt. Not compatible with current management for area and concerns with wildlife habitat.				
1017	**Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Motorized trail OHV less than 50"**
	Unauthorized route / Motorized trail OHV less than 50" - Route may require some new construction. Potential safety issue with mixed traffic on Hickerson Park road. Connects to Proposal 1011. Portions of route are currently used. ALT. B, C & E - Adopt route as outlined above. Mitigation: reroute to avoid wildlife habitat and address safety concerns for mixed traffic. ALT. D - Do not adopt. Route crosses wildlife habitat and increases road density.				
1018	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" - Proposal is to allow OHV traffic on nonmotorized trail # 022. ALT. B, C, D & E - Do not adopt. Multiple wet meadows, user conflicts, and resource concerns with wildlife habitat, soils, and hydrology.				
1019	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" - FS trail 1160. Not compatible with proposal 1008. Duplicate with proposal 2019. ALT. B, C, D & E - Do not adopt. Nonmotorized trail, user conflicts, hydrology concerns, wildlife habitat and not compatible with proposal 1008**.**				
1020	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - ALT. B, C, D & E - High use area, creates ATV loop near campground.				
1021	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed camping location, fishing access from road 1006 - ALT. B, C, D & E - High use area, creates ATV loop near campground.				

1022	**Unauthorized**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized/4WD mixed road- Accesses BLM route. ALT. B & D - Do not adopt. Duplicate route, does not provide access to fishing. ALT. C & E - Connects to BLM road, would increase enforceability, no real way to tell boundaries except with GPS.				
1023	**Unauthorized**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Dispersed camping, leads to cliff. No direct fishing access. ALT. B - Leads to vista and dispersed camping. Possibility to walk to fishing area from top of road. ALT. C, D & E - Do not adopt. Does not create loop or directly access fishing. Management of area is for remote opportunities.				
1024	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Accesses fishing, dispersed camping. ALT. B & C - Access to fishing and dispersed camping. ALT. D & E - Do not adopt. Does not create a loop, route does not provide direct fishing access.				
1025					
	No proposal				
1026	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Does not access fishing, no dispersed camping - ALT. B, C, D & E - Do not adopt, manage area for remote opportunities.				
1027	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Creates short loop, accesses fishing, dispersed camping, heavily used all year - ALT. B & C as outlined above. ALT. D & E - Do not adopt. Management of area for remote opportunities.				
1028	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / Motorized trail open to all vehicles - **Creates short loop, accesses fishing and dispersed camping.** ALT. B, C & E. ALT. D - Do not adopt. Management of area for remote opportunities.				
1029	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - **Accesses fishing, dispersed camping and creates a loop** ALT. B, C & E as outlined above. ALT. D - Do not adopt. Management of area is for remote opportunities.				
1030	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road – Route is a spur off of proposal 1029, accesses fishing. ALT. B, C & E - As outlined above. ALT. D -Do not adopt. Management of area is for remote opportunities.				
1031	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road– Route is spur off of proposal 1029. ALT. B, C & E - Accesses fishing. ALT. D - Do not adopt. Management of area is for remote opportunities.				
1032	**Unauthorized**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road –Route is spur off of proposal 1029. Accesses fishing. ALT. B - Accesses fishing. ALT. C, D, & E - Do not adopt. Steep slopes and soil concerns, management of area for remote opportunities.				
1033	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road – Route is spur off of proposal 1029 - ALT. B, C & E - Accesses fishing. ALT. D - Do not adopt. Management of area is for remote opportunities.				

1034	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - Accesses fishing and dispersed camping. ALT D - Do not adopt. Management of area is for remote opportunities.				
1035	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - ALT. B, C & E - Accesses fishing and dispersed camping. ALT. D - Do not adopt. Management of area is for remote opportunities.				
1036	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B & C - Accesses fishing and dispersed camping. ALT. D & E - Do not adopt. Management of area is for remote opportunities.				
1037	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - Accesses fishing and dispersed camping. ALT. D - Do not adopt. Management of area is for remote opportunities.				
1038	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - as outlined above. ALT. D - Do not adopt. Management of area is for remote opportunities.				
1039	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Connects to BLM road. Designation would increase enforceability as agency boundaries are not posted.				
1040	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Road is heavily used route, accesses fishing - Do not adopt, resource concerns not mitigatable.				
1041	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road is heavily used to accesses fishing and dispersed camping. ALT. B, C & E - Mitigate: resource concerns. ALT. D - Do not adopt. Resource concerns including steep slopes and other. Manage area for remote opportunities.				
1042	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Road accesses fishing and dispersed camping. ALT. B, C & E - adopt as outlined above. ALT. D - Do not adopt. Manage area for remote opportunities.				
1043	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road accesses fishing and dispersed camping. ALT. B, C & E - Mitigate resource concerns. ALT. D - Do not adopt. This route depends on proposal 1040 being adopted.				
1044	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road connects two BLM routes through Forest. ALT. B, C, D & E - Designation would increase enforceability as agency boundaries are not posted. Mitigate resource concerns.				
1045	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized / 4WD mixed road. Road connects two BLM routes through Forest. ALT. B, C, D & E - Designation would increase enforceability as agency boundaries are not posted.				

1046	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Road comes from BLM. Accesses fishing and dispersed camping. Road does not receive much use. Steep slopes. No damage at current use. May need additional maintenance if it receives more use. ALT. B, C & E - may require additional maintenance if use increases. Mitigate resource concerns. ALT. D - Do not adopt. Will require posting at the FS boundary.				
1047	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road. ALTs. B, C, and E - Creates small loop near dispersed camping. ALT. D- Do not adopt. Redundant route.				
1048	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed recreation. Route accesses lake by traveling down a 28% slope. Soil resource issues with erosion, sedimentation and trail rutting. Destination of route can be accessed by spur road that runs along lake off of system route to the east. ALTs B, C, D & E - Do not adopt. Resource concerns as outlined above. Redundant route.				
1049	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - Adopt as outlined above. ALT. D - Do not adopt. Redundant route, also in management area for remote opportunities.				
1050	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Redundant route, also in management area for remote opportunities.				
1051	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Connector route, shortens distance between two designated FS roads and provides access for fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Road descends 16% slope to cross intermittent drainage near reservoir. Slope has evidence of some rutting and sediment running off road bed into dry channel. Redundant side spur route with some erosion.				
1052	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Proposal contingent on proposal 1051 being adopted. Accesses fishing and dispersed camping. Route may need maintenance water bars if adopted. ALT. B & C. - Accesses fishing and dispersed camping. No rutting and erosion with current level of use. ALT. D - Do not adopt, redundant route, also in management area for remote opportunities.				
1053	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - Accesses fishing and dispersed camping. ALT. D - Do not adopt, redundant route, also in management of area for remote opportunities.				
1054	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dependent on proposal 1053. Route accesses fishing and dispersed camping. ALT. B, C & E - Route accesses fishing and dispersed camping. ALT. D - Do not adopt. Redundant route, also in management area for remote opportunities.				
1055	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses dispersed recreation and fishing. Proposal 1055 and 1056 are close together. Hydrology concerns due to proximity to draw. Route can be accessed by proposal 1056. ALT B, C, D & E - Do not adopt as outlined above.				

1056	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. ALT. B, C & E - as outlined above. ALT. D - Do not adopt. Route is located in management area for remote opportunities.				
1057	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road - Route is dependent on proposal 1056. Route accesses fishing and dispersed camping. ALT. B & C - Route accesses fishing and dispersed camping. ALT. D & E - Do not adopt. Redundant route located in management area for remote opportunities.				
1058	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping, extends FS road 052A to water line, and creates a loop using FS road 052 below high waterline. ALT. B & C - All as outlined above. ALT. D & E - Do not adopt. Redundant route within management area for remote opportunities, crosses steep slope, ability to access this area from below high water line.				
1059	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road - Road accesses fishing and dispersed camping. ALT. B & C - Road accesses fishing and dispersed camping. ALT. D & E - Do not adopt. Redundant route within management area for remote opportunities, easy walking access to fishing from other designated FS road.				
1060	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. High-use area due to proximity to Buckboard Marina. ALT. B & C - Adopt as outlined above. ALT. D & E - Do not adopt. Redundant route within management area for remote opportunities, crosses steep slope, soil concerns.				
1061	**4WD mixed road**				
	No change - Ensure map shows as 4WD mixed road				
1062	**Mixed use Road**				
	No change				
1063	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road accesses fishing and dispersed camping. Provides OHV opportunity near developed campground. ALT. B, C & E - All as outlined above. ALT. D - Do not adopt. Redundant access.				
1064	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road is dependent on proposal 1063. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground. ALT. B, C & E - All as outlined above. ALT. D - Do not adopt. Redundant access.				
1065	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road is an extension of proposal 1066. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above**.**				
1066	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				
1067	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road Route is an extension of proposal 1066. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				

1068	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road accesses fishing and dispersed camping. Provides OHV opportunity near developed campground. ALT. B, C & E - All as outlined above. ALT. D - Do not adopt. Redundant access.				
1069	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route connects to proposal 1070. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				
1070	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Road accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				
1071	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Unauthorized / 4WD mixed road - Route accesses fishing near campground. ALT. B, C & E - All as outlined above. ALT. D - Do not adopt. Redundant access.				
1072	**Street Legal Vehicles Only**				
	Current system road is an Street Legal Vehicles Only - No change				
1073	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Redundant access within the IRA.				
1074	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles – Route accesses fishing and dispersed camping. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Do not adopt. Redundant access within the IRA.				
1075	**Unauthorized**	**Do Not Adopt**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Route provides accesses to fishing and dispersed camping. Resource concerns. ALT. C. Provides access to fishing and dispersed camping. Mitigate resource concerns prior to opening. ALT. B, D & E Do not adopt. Ability to access same destination from below high waterline. Resource concerns exist and route is within the IRA.				
1076	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping. Mitigate resource concerns prior to opening. ALT. B & C - Provides access to fishing and dispersed camping. Mitigate resource concerns prior to opening. ALT. D & E - Do not adopt. Redundant access, within the IRA, and some resource concerns.				
1077	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - ALT. B, C, and D & E - Do not adopt. Route does not exist on the ground, is within the IRA, has low benefit, fishing access already exists, steep slope and soil concerns.				
1080	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - route accesses fishing and dispersed camping. ALT. B & C - Adopt as outlined above. ALT. D & E - Do not adopt. Route is within the IRA and management is for remote opportunities.				
1081	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Accesses fishing and dispersed camping, combine with proposal 1082 for a complete route. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Route is within the IRA and management area for remote opportunities.				

1082	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Accesses fishing and dispersed camping, combine with 1081 for a complete route. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Route is within the IRA and management is for remote opportunities.				
1083	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Relies on proposal 1081 being adopted. ALT. B & C. ALT. D & E - Do not adopt. Route is within the IRA and management is for remote opportunities.				
1084	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles. Route accesses fishing and dispersed camping. Road does not appear to be heavily used and does not access reservoir. Route Ends at steep cliffs. ALT. B, C, D & E - Do not adopt as outlined above.				
1085	**Administratively close**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping. ALT. B, C, D & E - Do not adopt. This route does not access water or provide access to fishing.				
1086	**Administratively close**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Administratively closed / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping, was a previous FS route. ALT. B & C - As outlined above. ALT. D & E - Accesses fishing and dispersed camping, was previous FS route. Street legal designation will provide non-ATV dispersed camping.				
1087	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road - Route accesses fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Reduce road densities.				
1088	**4WD mixed road**				
	4WD mixed road - No Change				
1089	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Motor trail open to all vehicles**
	Unauthorized route / Motorized trail open to all vehicles - Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is within the IRA and crosses drainage.				
1090	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road. ALT. B, C, D & E **-** Provides access to fishing and dispersed camping.				
1091	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Provides access to fishing and dispersed camping, relies on proposal 1090. ALT. B, C & E - Adopt as outlined above. ALT. D - Do not adopt. Reduce road densities.				
1092	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping, relies on proposal 1090. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Reduce road densities and management is for remote opportunities.				
1093	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B, C & E - Adopt as outlined above. ALT. D - Do not adopt. Reduce road densities and route is partially within management for remote opportunities.				

1094	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Do not adopt. Reduce road densities and route is within management for remote opportunities.				
1095	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Do not adopt. Reduce road densities and route is within management is for remote opportunities.				
1096	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - ALT. B, C, D & E - Do not adopt, does not provide access to lake.				
1097	**Unauthorized**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road - Adopt end of the FS road 003 to the high waterline for dispersed camping and fishing access. ALT. B, D & E - Do not adopt to keep road density down and route is within management area for remote opportunities, repetitive, and dispersed camping can be accessed from below high waterline. ALT. C - Provides easier access to fishing and dispersed camping.				
1098	**4WD mixed road**				
	No change - is existing 4WD mixed road.				
1099	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Do not adopt to keep road density down and is within management area for remote opportunities, repetitive, dispersed camping can be accessed from below high waterline.				
1100	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Route relies on proposal 1099. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Do not adopt, relies on proposal 1099, which was not adopted. Reduce road densities and route is in management area for remote opportunities. Repetitive.				
1101	**4WD mixed road**				
	No change - already existing 4WD mixed road				
1102	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized road / 4WD mixed road - Route designation would create private vs. public conflicts. Route leads to equipment used to access water rights for private landowner. ALT. B, C, D & E - Do not adopt, keep road densities down and in management area for remote opportunities. Route designation would create conflicts with private use.				
1103	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - ALT. B & C - Provides access to fishing, dispersed camping and from BLM route. ALT. D & E - Do not adopt. Route is located in management area for remote opportunities, and to keep road density down**.**				
1104	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping - ALT. B & C. ALT. D & E - Do not adopt, located in management area for remote opportunities and to keep road density down.				

1105	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - - Provides access to fishing and dispersed camping - ALT. B & C. ALT. D & E - Do not adopt, located in management area for remote opportunities and to keep road density down.				
1106	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping -ALT. B & C. ALT. D & E - Do not adopt, located in management area for remote opportunities and to keep road density down.				
1107	**Fix**	**fix**	**fix**	**fix**	**fix**
	Map fit - Show correct length of route to reservoir				
1108	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Provides access to fishing and dispersed camping. ALT. B & C - Mitigate resource sites prior to opening. ALT. D & E - Do not adopt, located in management area for remote opportunities, to keep road density down and resource sites present.				
1109	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - - Provides access to fishing and dispersed camping. ALT. B, C, D & E - Do not adopt, located in management area for remote opportunities and to keep road density down.				
1110	**Unauthorized**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road Provides access to popular fishing and dispersed camping. Proposed route on heavy clay substrate impassible when wet. Evidence of braiding when road is wet. Due to substrate, route needs engineering to drain moisture- ALT. B & C. ALT. D & E - Do not adopt, proposed route is on heavy clay substrate, impassable when wet. Evidence of braiding when road is wet.				
1111	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Relies on proposal 1110. ALT. B & C - Provides access to fishing and dispersed camping that is not available from road. ALT. D & E - Do not adopt, located in management area for remote opportunities and to keep road density down.				
1112	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road No way to tell boundaries between FS and BLM would increase enforceability. ALT. B, C, D & E - Do not adopt. In order to access reservoir, there is approximately one half-mile of route with sections of 35% or more grade with rutting, braiding and erosion.				
1113	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route connects to proposal 1260 and gives more access along shoreline. Route crosses drainage and relies on proposal 1260. ALT. B & C - Route provides access along shoreline, crosses drainage. ALT. D & E - Do not adopt, located in management is for remote opportunities and to keep road density down.				
1114	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route connects to proposal 1260 and 1113. Route gives more access along shoreline, crosses drainage. ALT. A - Relies on proposal 1113. ALT. B & C - Connects to proposal 1260 or 1113. Route provides access to shoreline, crosses drainage. ALT. D & E - Do not adopt, located in management area for remote opportunities, and to minimize road densities.				
1115	**fix**	**fix**	**fix**	**fix**	**fix**
	Extension of FS 159				

1116	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road - connects to 1260 gives more access along shoreline, crosses drainage. Relies on proposal 1113 & 1114. ALT. B & C - provides access along shoreline, crosses drainage. ALT. D & E - Do not adopt, located in management area for remote opportunities and to keep road density down.				
1117	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route is below high waterline - Do not need to show on map. Relies on proposal 1113. ALT. B, C, D & E - Adopt as outlined above.				
1118	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized/4WD mixed road - Route connects to 1260 gives more access along shoreline, heavily used area for dispersed camping, over flow areas near boat launch. ALT. B, C, D & E - Do not adopt, see proposal 1265 & 1266, located in management area for remote opportunities, to keep road density down, redundant route.				
1119	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route does not exist on ground. ALT. B, C, D & E - Do not adopt				
1120	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping - ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Route is located in management area for remote opportunities and in order to keep road density down. Redundant route.				
1121	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Route is located in management area for remote opportunities and in order to keep road density down. Redundant route.				
1122	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Route is located in management area for remote opportunities and in order to keep road density down, Redundant route.				
1123	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - ALT. B, C, and D & E - Do not adopt. Route is located in management area for remote opportunities, route would increase road densities. Redundant.				
1124	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / 4WD mixed road - BLM Field office allows existing roads are open to ATV use. There are several 4WD mixed roads off of this route already. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Do not adopt. Proposal 1262 provides access to the same area.				
1125	**Nonmotorized trail**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access for hunting and scenic vistas. Alt C - As outlined above. ALT. B, D & E - Do not adopt. Route is not compatible with current use and would create conflicts with nonmotorized users.				
1126	**Administratively close**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Administratively closed / 4WD mixed road - ALT. B, C, D & E - Route provides access to fishing and dispersed camping.				

1127	**Administratively close**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / 4WD mixed road - Resource concerns. ALT. B, C, D & E - Do not adopt. Resource concerns, repetitive with proposal 1126.				
1128	**Administratively close**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / 4WD mixed road - ALT. B, C, D & E - Do not adopt. Resource concerns, route is dependant on proposal 1127, and repetitive with proposal 1126.				
1129	**Administratively close**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Administratively closed / 4WD mixed road - ALT. B, C, D & E - Provides access to fishing and dispersed camping.				
1130	**4WD mixed road - No Change**				
1131	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed recreation. Route does not access shoreline directly, but anglers have to walk down incline. ALT. B & C - Adopt as outlined above. Provides access to fishing. ALT. D & E - Do not adopt. Route is located in management area for remote opportunities. Repetitive route.				
1132	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and camping, heavily used. Some resource Concerns. **Route is heavily braded and poorly used. There is access currently via other route.** ALT. B, C, D & E - Do not adopt as outlined above.				
1133	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Unauthorized route / 4WD mixed road. Short route off of street legal vehicle only area. Do not designate as 4WD mixed road, not compatible with use of surrounding area. ALT. B, C, D & E - Do not adopt as 4WD mixed route but allow for street legal use only as outlined above.				
1134-1135	**Repeat of proposal 1009**				
1136	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed camping, accesses below high water area. ALT. B, C and E - Provides access to fishing and dispersed camping. Steep area at route junction, erosion occurring. Mitigate for erosion. ALT. D - Do not adopt. Steep area at junction and erosion concerns.				
1137-1138	**Fix**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Remove from map.				
1139	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed roaded - Route accesses fishing and dispersed camping. Short spur from designated route that links to Peoples Canal road. Route goes onto county road on private property. ALT. B, C & E. ALT. D - Do not adopt. Redundant route. Conflict with vehicles on county road crossing private land.				
1140	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Short spur from designated route that links to Peoples Canal road. Route goes onto county road on private property. Dependent on proposal 1139. ALT. B, C & E. ALT. D - Do not adopt. Redundant route. Conflict with vehicles on county road crossing private land.				
1141	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Route comes from BLM road and private property. Route creates loop. ALT. B & C - Adopt as outlined above. Mitigate resources site concerns prior to opening. ALT. D & E - Do not adopt. Steep erosive soils.				

1142	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route needs to be modified to shorten route to reservoir and not the river. Proposal is contingent on proposal 1009 which was not carried forward. Resource concerns, wetlands, high ATV disturbance. ALT. B, C, D & E - Do not adopt as outlined above.				
1143	**Street Legal Vehicles Only**	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**
	Street Legal Vehicles Only / Administratively closed - There is no clear access to this road on the ground. Removal would better reflect current use.				
1144	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - ALT. B, C & E - Provides access to fishing and dispersed camping. Mitigate: Resource concerns. ALT. D - Do not adopt. Resource site concerns.				
1145	**Mixed use road**				
	Mixed use road - No Change				
1146	**Unauthorized**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route creates small loop near dispersed camping area - ALT. C - Adopt as outlined above. Mitigate resource site concerns. ALT. B, D & E - Do not adopt. Repetitive. Access is available from other system routes.				
1147	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and camping. High density recreation. Resource site concerns. ALT. B, C, D & E - Do not adopt. Mitigation cost would exceed benefit.				
1148	**Administratively close**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / 4WD mixed road - Route is needed for continued administrative access. ALT. B, C, D & E - Do not adopt. Area can be accessed administratively without designation.				
1149	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Resource site concerns. ALT. B, C, D & E - Do not adopt. Proposal relies on proposal 1148.				
1150	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized Route / 4WD mixed road - Resource concerns. ALT. B, C, D & E - Do not adopt. Route relies on proposal 1148 that was not adopted.				
1151	**Street Legal Vehicles Only**	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**
	Street Legal Vehicles Only / Administratively closed - Road is physically closed with boulders, but currently not mapped as closed. FS inventory already shows route closed. Correct map to show existing condition. ALT. B, C, D & E - All as outlined above. Route has been physically closed with boulders.				
1152	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail OHV less than 50" - Resource concerns. ALT. B, C, D & E - Do not adopt, area can be accessed administratively.				
1153	**Street Legal Vehicles Only - No change**				
1154	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - 4WD mixed road designation is consistent with connecting BLM road which allows ATV use. Designation would increase enforceability. ALT. B, C, D & E - All as outlined above.				

1155	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - 4WD mixed road designation is consistent with connecting BLM road which allows ATV use. Designation would increase enforceability. ALT. B, C, D & E - All as outlined above.				
1156	**Nonmotorized trail**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Nonmotorized trail / 4WD mixed road - Location of FS motorized trails 013 and 014 needs to be corrected on the map to reflect location on the ground. Proposal will access trailhead. Benefits are high to safety because it creates parking off of main road. Route reflects actual use on ground. ALT. B, C, D & E - All as outlined above. Mitigate wetland area.				
1157	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - High benefits for dispersed camping and access to nearby ATV trails, and fishing. ALT. B, C, D & E - Do not adopt. Resource concerns with soils, wet meadow, and other.				
1158	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route creates small loop and connects to 2 forest roads. ALT. B, C & E - Adopt as outlined above. Mitigate resource site concerns prior to opening. ALT. D - Do not adopt. Reduce road density, some resource concerns.				
1159	**Administratively close**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Administratively closed / 4WD mixed road - Road was a system road at one time. High benefit for safety by adding off road parking, dispersed camping, and access to existing trailhead. ALT. B, C & E - Adopt as outlined above. Barriers needed at end of road. ALT. D - Do not adopt. Reduce road densities.				
1160	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping opportunities near OHV areas. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Reduce road densities.				
1161	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route correlates with proposal 1162. Only benefit would be that extending road to a steep canyon edge would create natural boundary for motorized use. Route does not access any dispersed camping, fishing, or trail heads. ALT. B, C, D & E - Do not adopt. Resource concerns with trail rutting and braiding occurring during wet season, and other resource concerns.				
1162	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route is dependant on proposal 1161 which was not adopted. Resource concerns. ALT. B, C, D & E - Do not adopt. Resource concerns.				
1163	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route would extend road to a canyon overlook. It would be difficult to identify end of existing road if not adopted. Route is used for hunting, but does not access any dispersed camping, fishing, or trail heads. ALT. B, C & E - Increases enforceability of road and accesses vista. ALT. D - Do not adopt. Does not access dispersed camping, fishing, or trailheads. Route would increase road densities.				
1164	**Unauthorized**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road -Route is a trail that would connect two 4WD mixed roads (FS 628 and 007). Route addresses need for ATV loops around dispersed camping areas. ALT. B, D & E - Do not adopt, user created, repetitive, road densities and meadow concerns. ALT. C - Trail connects 4WD roads 628 and 007. Addresses need for ATV loops around dispersed camping areas.				

1165	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail OHV less than 50" - No compelling rationale to add these roads. Road does not access the reservoir, dispersed camping, fishing, or trail heads. May be used for hunting. It would be difficult to end road at proposed place. Resource concerns with wildlife and other. ALT. B, C, D & E - Do not adopt as outlined above.				
1166	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - The proposal dead ends in clear cut; however, many user created roads branch off of this route and would be hard to regulate. ALTs B, C, D, and E - Do not adopt. See proposal 1017 for access to Sheep Creek Lake. Wildlife habitat concerns.				
1167	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides access to dispersed camping, used mainly during hunting season. ALT. B, C & E - Adopt as outlined above. ALT. D - Do not adopt. Inside IRA, increases road densities.				
1168	**Unauthorized**	**Do Not Adopt**	**Motor trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Route accesses dispersed camping site 900 feet from road. ALT. B, D & E - Do not adopt. Route is beyond 300 feet from designated route, inside IRA. ALT. C - Provides dispersed camping.				
1169	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed Camping overflow from Brownie Campground. Route is within 300 feet of designated route (current legal use) ALT. B, C & E - Provides dispersed camping overflow from Brownie Campground and is current legal use at 300 feet. ALT. D - Do not adopt. Route is greater than 150 feet.				
1170	**No change - This is the campground**				
1171	**Mixed use road - No change**				
1172	**Duplicate - See proposal 1156**				
1173	**Motorized trail OHV less than 50"**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS trail 013 on map to correct alignment on ground				
1174	**Duplicate - See proposal 1005.**				
1175	**Motorized trail OHV less than 50"**	**fix**	**fix**	**fix**	**fix**
	Map fix - Correct alignment at head of trail see proposal 1173				
1176	**Administratively closed**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Administratively closed / 4WD mixed road - Open existing system road for dispersed camping and administrative access to gravel pit. ALT. B, C, D & E - Provides dispersed camping, no resource concerns identified, administrative road, and is outside IRA.				
1177	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed campsite that is heavily used and is within current legal use of 300 feet. Route connects to proposals 1178 and 1179. ALT. B, C & E - Adopt as outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				

1178	**Unauthorized**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Unauthorized route / 4WD mixed road - Dispersed camping and fishing access. Route connects to proposal 1177 and 1179. ALT. B & D - Do not adopt. Increases road densities, current nonmotorized use. ALT. C - Provides fishing and dispersed camping access. ALT. E - Provides quiet camping opportunity.				
1179	**Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Motorized trail OHV less than 50"**
	Unauthorized route / Motorized trail OHV less than 50" - Route provides ATV route off of main road (mixed traffic). Route creates loop and accesses fishing from FSR 600. Proposal 1181 is alternative. Wetland concerns and area is already under rehabilitation from illegal OHV use. ALTs. B, C, D, and E - Do not adopt as outlined above.				
1180	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Dispersed campsite is within current legal use of 300 feet. ALT. B & C - Route is within 300 feet of designated route. Mitigation: place boulders to restrict road width in area of wet meadow. ALT. D & E - Do not adopt. Route is greater than 150 feet from road and wet meadow concerns.				
1181	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses dispersed camping and makes smaller loop between proposal 1179 and FS road 221. Route accesses two dispersed camping sites. See proposals 1177 and 1178. Route provides opportunity for ATV use from camping area. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet from road.				
1182	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Road needs to extend to structures on map.				
1183	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed camping off of road 014, is within current legal use of 300 feet. ALT. B, C & E - As outlined above. Mitigation: Route needs to be signed to restrict traffic within the area. ALT. D - Do not adopt. Route is greater than 150 feet.				
1184	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Creates fishing access within a heavily used area, and accesses dispersed camping areas. ALT. B, C & E - Adopt as outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				
1185	**Unauthorized**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**
	Unauthorized route / 4WD mixed road - Route is within 150 feet of designated route. Do not need to adopt as travel corridor.				
1186	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses dispersed camping and fishing. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				
1187	**Administratively close**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Administratively closed / 4WD mixed road - Route connects FS road 014 with proposal 1007 Sols Canyon over Long Park reservoir dam. Limit to ATVs <60. ALT. B, C & E - Provides access to Forest from FS road 014 to Sols Canyon over Long Park Dam. ALT. D - Do not adopt. Route crosses dam.				
1188	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within the 300 feet of designated road. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				

1189	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within the 300 feet of main road. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				
1190	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within 300 feet of designated road. ALT. B, C & E - As outlined above. Mitigate resource concerns prior to opening. ALT. D - Do not adopt. Route is greater than150 feet.				
1191	**Unauthorized**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping, spur off of FS road 001. Canyon is steep with limited dispersed camping opportunities, access to trail heads and fishing. ALT. B & C - Adopt as outlined above with seasonal closure at Hickerson Park road when wet. Mitigate resource concerns prior to opening. ALT. D & E - Do not adopt. Route is in wet meadow area with resource concerns.				
1192	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within the 300 feet of designated route. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				
1193	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route provides dispersed camping, removes pressure of camping off Hwy 44. Route provides scenic views, picnic opportunity, hunter camps. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				
1194	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route provides dispersed camping and removes camping pressure off Hwy 44. Scenic views, picnicking, hunter camps. ALT. B, C & E - Provides dispersed camping, removes camping from Hwy 44. ALT. D - Do not adopt, dispersed camping greater than 150 feet from road.				
1195	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route provides dispersed camping and access to trail head. Takes camping off Hwy 44. ALT. B, C & E - Provides dispersed camping, removes camping from Hwy 44. ALT. D - Do not adopt, dispersed camping greater than 150 feet from road.				
1196	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping, accesses heavily used area. Route gives access to OHV mixed use from camping area. ALT. B, C, D & E - Do not adopt. (Proposal was replaced by 1268)				
1197	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - ALT. B, C, D & E - Do not adopt, road does not access dispersed camping area and is seldom used.				
1198	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Unauthorized route / 4WD mixed road - Route provides access to dispersed camping within 300 feet from road. Route provides access to OHV mixed traffic from camping and near hiking trail (Don Hatch) ALT. B & C - As outlined above. ALT. D - Do not adopt, dispersed camping greater than 150 feet from road. ALT. E - Provides non-OHV dispersed camping opportunity. Camping area accesses hiking trail.				
1199	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping within 150' of road. ALT. B, C, D & E - Do not adopt, change from proposed action - This route is within 150 feet from road.				

1200	**Unauthorized**	**Open Dispersed Camping Area**	**Open Dispersed Camping Area**	**Do Not Adopt**	**Open Dispersed Camping Area**
	Unauthorized route / Open dispersed camping area - Area is currently heavily used for dispersed camping. Multiple tracks on ground would make it difficult to designate and enforce specific routes. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Open areas do not fit with alternative direction.				
1201	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Most of the road is on BLM land. This road accesses FS rd 599 at boundary. There is no reason to adopt as other connection already occurs. ALT. B, C, D & E - Do not adopt.				
1202	**Street Legal Vehicles Only**				
	Street Legal Vehicles Only - Current designation - No change				
1203	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail OHV less than 50" - Route provides canal access in Pot holes area. Route would require driving on bank of canal. Route connects proposal 1010 and 1016 (both proposals not moved forward because of recreation management of area), limited nonmotorized use, wetlands and not compatible with nonmotorized use. ALT. B, C, D & E - Do not adopt as outlined above.				
1204	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" - Route provides canal access in Pot holes area. Route would require to drive on bank of canal. Proposal connects proposal 1010 and 1016 (both proposals not moved forward because of recreation management of area), limited non-motorized use, wetlands and not compatible with non-motorized use. ALT. B, C, D & E - Do not adopt as outlined above.				
1205	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Realign map road with ground. Show road out of wet meadow.				
1206	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / 4WD mixed road - Route would extend FS designated road to an area that is used for dispersed camping. ALT. B, C, D & E - Do not adopt. Route currently provides nonmotorized camping and access to a hiking trail.				
1207	**No proposal**				
1208-1211	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Add road numbers to map				
1212		**Fix**	**Fix**	**Fix**	**Fix**
	Show FS road 14 from gate to over dam. See proposal 1007 for road status.				
1213	**Street Legal Vehicles Only**	**Administratively close**	**Street Legal Vehicles Only**	**Administratively close**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only / Administratively closed - Road is no longer there. ALT. B & D - Road no longer there. ALT. C & E - road may receive some dispersed camping and hunting use. Use appears to be minimal.				
1214	**See proposal 1176**				
1215	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Motorized trail OHV less than 50" - No compelling reason to change designation allowing for mixed use. ALT. B, C, D & E - Do not adopt as outlined above.				

1216	**Street Legal Vehicles Only**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Add road number to travel map				
1217	**See proposals 1166 and 1017**				
1218	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Add road number (613) to travel map				
1219	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road with no place for ATV to ride legally. ALT. B, C, D & E - All as outlined above.				
1220	**Street Legal Vehicles Only**	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**
	Mixed use road / Administratively closed - Road is signed that road is only open for administrative reasons. Provides administrative only access, not necessary for public access. ALT. B, C, D & E - change designation to reflect current use.				
1221	**Street Legal Vehicles Only**	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**
	Mixed use road / Administratively closed - Road is signed that road is only open for administrative reasons. Provides administrative only access, not necessary for public access. ALT. B, C, D & E - change designation to reflect current use.				
1222 - 1234	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Add road numbers on map				
1237	**Administratively close**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Map Fix - Proposal was to put road number on map. However, road is administratively closed and there is no need to put numbers on map. ALT. B, C, D & E - Do not adopt as outlined above.				
1238	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Put road number on map - Response do not need to add road number as is currently Nonmotorized trail. ALT. B, C, D & E - Do not adopt as outlined above.				
1239	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Show road number on travel map				
1240	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road no place for ATV to ride legally. ALT. B, C, D & E - Provides access to dispersed camping and hiking without ATVs.				
1241	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road no place for ATV to ride legally.				
1242	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road no place for ATV to ride legally. ALT. B, C, D & E - Provides access to dispersed camping and hiking without ATVs.				
1243	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Add road at intersection of proposal 1093 and FS 363 for range improvement. ALT. B, C, D & E - Do not adopt. Area can be accessed administratively.				

1244	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Road does not provide dispersed camping or loop, (unless highway is included) not heavily used. Is difficult to locate on ground. ALT. B, C, D & E - Do not adopt. Safety concerns exist with ATVs and highway use.				
1245	**Unauthorized**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**
	Unauthorized route / 4WD mixed road - Route accesses dispersed camping - No change, route is within 150 feet of designated road.				
1246	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road - Seasonal closure / 4WD mixed road - Seasonal closure - No change from current use.				
1247	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street Legal Vehicles Only / 4WD mixed road - Roads on state and private are not connected through FS land. ALT. B, C, D & E - Do not adopt. See proposal 1009.				
1248	**Unauthorized**	**Do Not Adopt**	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Motorized ATV trail-SEASONAL CLOSURE**
	Unauthorized route / Motorized trail OHV less than 50" - Alternative route to creating motorized use on Don Hatch trail. Route connects lodges to motorized trails. ALT. B and D - Do not adopt. Route requires new construction and not included in proposed action. ALT. C & E - Provides Motorized trail OHV less than 50" to lodges and connects Manila to Vernal. Seasonal closure would mitigate for wildlife and wetland concerns. Mitigation: Do not adopt segment 1248.5, use alternate route.				
1248.8	**Nonmotorized trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail OHV less than 50" - ALT. B, C, D & E - Do not adopt, this trail is a highly valued nonmotorized trail. Motorized designation would create user conflicts on a route already identified for nonmotorized use.				
1249	**See proposal 1009**				
1250	**4WD mixed road**				
	Road is already a 4WD mixed roaded route- No change				
1251	**Unauthorized**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**
	Unuathorized/4WD mixed road - Keep existing dispersed camping along route - No change				
1252	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Nonmotorized trail**	**Do Not Adopt**
	4WD mixed road / Administratively closed - Proposal is to close trail to ATV use along section near Highline Trail. ALT. B, C & E - Do not adopt, not compatible with current use. ALT. D - This would reduce conflict between motorized and non-motorized users by eliminating the motorized crossing of the Highline trail.				
1253	**Street Legal Vehicles Only**				
	4WD mixed road / Street Legal Vehicles Only - Proposal is to remove ATVs from the route. Limit motor vehicle travel to existing routes. See proposals 1248, 1253, 1254, 1255, 1256 & 1257.				
1254	**See 1255**				
1255.1	**4WD mixed road**	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**
	4WD mixed road / 4WD mixed road seasonal closure - Seasonal closure of route would mitigate for winter range and hunting concerns, as well as wet stream crossing. ALT. B, D & E - As outlined above. ALT. C - Do not adopt. Designation currently allows 4WD access during hunting season.				

1255.2	**Motorized trail OHV less than 50"**	**motrunder50 seasonal closure**	**motrunder50 seasonal closure**	**Administratively close**	**Administratively close**
	Motorized trail OHV less than 50" / Administratively closed - Route is currently signed closed to ATVs due to resource concerns during wet season. Administrative closure of route would reduce resource concerns. ALT. B & C - Implement seasonal closure to mitigate for wet season and winter range. Mitigate: harden crossing. ALT. D & E - Administrative closure - Route offers nonmotorized hiking and biking opportunities and would address resource concerns.				
1256-1257	**See proposal 1255**				
1258	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Alt. B, C, D & E - Provides access to other OHV routes without having to trailer ATVs to trailheads.				
1259	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / Mixed use road - Adjacent BLM is compatible with use on same route. ALT. B & C - Provides access to BLM, dispersed recreation and boat ramp. ALT. D & E - Provides opportunity for non-ATV dispersed camping.				
1260	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / Mixed use road - Adjacent BLM is compatible with use on same route. ALT. B & C - Provides access to BLM, dispersed recreation and boat ramp. ALT. D & E - Provides opportunity for non-ATV dispersed camping.				
1261	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road - Do not adopt - See proposals 1265 and 1266				
1262	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / Mixed use road - Adjacent BLM is compatible with use on same route. There are several 4WD mixed roads off of this route already. ALT. B, C, D & E - Connects to BLM, will increase enforceability.				
1263	**See proposal 1270.**				
1264	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Administratively close**	**Administratively close**
	4WD mixed road / Administratively closed - (FS Rd. 089) - Proposal 1076 depends on this route not being closed. ALT. B & C - Do not adopt as outlined above. ALT. D & E - Road does not access water and no identifiable destination.				
1265	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Street Legal Vehicles Only / 4WD mixed road - Route provides consistency of management with adjacent routes. ALT. B, C & E - As outlined above. ALT. D - No change, offers non OHV motorized opportunity.				
1266	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / 4WD mixed road - Proposal is to make all roads north and including FS road 001 and east of and including proposal 1118 open to 4WD mixed road. Roads affected are FS roads 001, 085, 085a - 085j. ALT. B & C - Provides access to BLM, dispersed recreation, boat ramp and dispersed camping. ALT. Do not adopt. See proposal 1264.				
1267	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping currently within 300 feet of road. Heavily used area. Route gives access to OHV mixed use roads from camping area. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				

1268	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping currently within 300 feet of road. Heavily used area. Route gives access to OHV mixed use roads from camping area. Replaces proposal 1196. ALT. B, C & E - As outlined above. ALT. D - Do not adopt. Route is greater than 150 feet.				
1269	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses area that is used for dispersed camping during hunting. Route is used for horse camping. Mitigation needed to route away from wet meadow and beaver dam, and restrict camping in meadow. ALT. B, C & E. ALT. D - Do not adopt. Route is not compatible with current use of horse camping and wetland concerns.				
1270	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street Legal Vehicles Only / 4WD mixed road - Route intended to change designation of FS road 158 to provide a link across highway to a route that links to Vernal. Route avoids wildlife concerns and private homes in 1263. Proposal is same as proposal 2080. ALT. B, C, D & E - Does not link to ATV trails on the Vernal District, crosses highway and does not increase dispersed camping opportunities.				
1270.1	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Street Legal Vehicles Only**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Route creates link to Red Canyon Lodge ALT. B, C & E - Creates link to Red Canyon Lodge. ALT D - Do not adopt. Route provides non-OHV motorized use.				
1271	**Street Legal Vehicles Only**	**Administratively close**	**Administratively close**	**Administratively close**	**Administratively close**
	Mixed use road / Administratively closed - Proposal is to close route at gate to private property. There is no FS right of way or easement across private property. ALT. B, C, D & E - Close at gate to private property.				
1272	**Motorized trail OHV less than 50"**				
	Motorized trail OHV less than 50" / Nonmotorized trail. This route is gated and only used seasonally. No compelling reason to change use. Closure would limit access to trailhead. (Proposal was proposal 2148).				
1273	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street Legal Vehicles Only / 4WD mixed road - Proposal would open a small route segment to OHVs. This is not consistent with adjacent area management. (Proposal was 2191) ALT. B, C, D & E - Do not adopt as outlined above.				
1274.1	**Motorized trail OHV less than 50"**	**Nonmotorized trail**	**Nonmotorized trail**	**Nonmotorized trail**	**Nonmotorized trail**
	Motorized trail OHV less than 50" /Nonmotorized trail - This route does not exist in the ground as a motorized trail. Designation would change to better reflect actual use. (Moved from proposal 3121.1) ALT. B, C, D & E - As outlined above.				
1274.2	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Street Legal Vehicles Only - This route is redundant with FSR 043 and 026. The connection between vernal and FG would exist as does loop opportunities with these currently mixed traffic roads. There is no compelling rationale to increase trail/road densities in this area. (Moved from proposal 2131.2) ALT. B, C, D & E - Do not adopt as outlined above.				
1275	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Do not adopt. Route would increase road densities and is in management area for remote opportunities. Redundant route.				
1275	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B & C - Adopt as outlined above. ALT. D & E - Do not adopt. Route would increase road densities and is in management area for remote opportunities. Redundant route.				

D2 VERNAL

	ALT. A No Action	ALT. B Preferred Alternative	ALT. C Increased Motorized Opportunity	ALT. D Non-Motorized Opportunity	ALT. E Blend of C and D
Prop #	CURRENT CONDITION	PROPOSED ACTION	PROPOSED ACTION	PROPOSED ACTION	PROPOSED ACTION
2001	4WD mixed road	Administratively Closed	Do Not Adopt	Administratively Closed	Administratively Closed
	4WD mixed road / Administratively closed - Short route that leads to multiple off-road routes - hard to enforce. ALT. C - Do not adopt. Route provides 4WD and OHV motorized opportunity. ALT. B and D - Redundant and goes into wet meadow. ALT. E - Mitigation has been tried - unsuccessful				
2002	4WD mixed road	Administratively Closed	Do Not Adopt	Administratively Closed	Administratively Closed
	4WD mixed road / Administratively closed - Short route that leads to multiple off-road routes hard to enforce. ALT. B & D - Leads to multiple off-road tracks, difficult to enforce and only leads a short distance. ALT. C & E - Used during hunting and route currently exists on the ground.				
2003	4WD mixed road	Administratively Closed	Do Not Adopt	Administratively Closed	Administratively Closed
	4WD mixed road / Administratively closed - Leads to private property used for mining. Access is administrative. ALT. B, D & E - Leads to multiple off-road tracks, difficult to enforce and only leads a short distance. Creates conflict with private property. ALT. C - Do not adopt - there is separate proposal to keep this route open (2159).				
2004	Motorized Trail OHV less than 50"	Administratively Closed	Do Not Adopt	Administratively Closed	Administratively Closed
	Motorized trail OHV less than 50" / Administratively closed - Resource concerns, steep slopes with rutting and braiding. Unauthorized or existing undesignated routes extend from this route. ALT. B & D - Resource concerns, steep slopes with rutting and braiding. Unauthorized routes extend from this route. ALT. C - Do not adopt - within hatched area and is current route. ALT. E - Mitigation would be expensive and hard to enforce.				
2005	Motorized Trail OHV less than 50"	Administratively Closed	Do Not Adopt	Administratively Closed	Administratively Closed
	Motorized trail OHV less than 50" / Administratively closed - Part of ski trail. Trail is rutted out, wet meadows; full sized vehicles are inappropriately using area causing damage. ALT. B & D - Duplicate route with FS Rd. 019. ALT. C - Do not adopt. Need to sign to keep inappropriate large vehicles off. ALT. E - Part of ski trail. Trail is rutted out, wet meadows; full sized vehicles are inappropriately using area causing damage.				
2006	Motorized Trail OHV less than 50"	Administratively Closed	Do Not Adopt	Administratively Closed	Administratively Closed
	Motorized trail OHV less than 50" / Administratively closed - Part of ski trail. Trail is rutted out, wet meadows; full sized vehicles are inappropriately using area causing damage. ALT. B & E - Trail is rutted out, wet meadows, full sized vehicles are inappropriately using area causing damage. ALT. C - Do not adopt. Need to sign to keep inappropriate large vehicles off. ALT. D - Duplicate route with FS Rd. 019.				

2007	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Administratively closed - Resource damage at creek. However, survey shows less resource damage than anticipated. All ALTs - Do not adopt; existing route and review does not warrant closure.				
2008	**4WD mixed road**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	4WD mixed road / Motorized trail OHV less than 50" - This route ties into ATV trail 028 from Round Park dispersed camping area. Resource concerns exist due to streams, wet meadows with road rutted and not suitable for larger, heavier vehicles. The change from current use 4WD mixed use road to ATV reduces many of these risks. MITIGATION: Close spur routes, conduct monitoring, install bridge or harden stream crossing at lower banks, move route out of meadow. ALT. B, C, D, and E - Reduction of 4WD mixed use road to motor trail less than 50" would reduce resource concerns along road. There is open ford across west fork of Little Brush Creek. Would provide ATV access from Round Park to other trails.				
2009	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Mixed use road / Mixed use road - open to mixed traffic; duplicate proposal - see proposal 2093, which is the complete route.				
2010	**4WD mixed road**	**Mixed use road**	**Do Not Adopt**	**Mixed use road**	**Mixed use road**
	4WD mixed use road / Mixed use road - Prohibit ATV traffic as it is not allowed on main road and there are problems with extended use into high country. ROS is primarily semi-primitive non-motorized, not managed for motorized recreation, wet area easily damaged by ATVs. Main trailhead to wilderness for hiking and horses. Related to proposals 2184, 2226, and 2256. ALT. B, D & E - ATVs are not allowed on main road and problems with extended use into high country. Non-OHV dispersed camping. ALT. C - Access to fishing and dispersed camping.				
2011	**4WD mixed road**	**Mixed use road**	**Do Not Adopt**	**Mixed use road**	**Mixed use road**
	4WD mixed road / Mixed use road - Prohibit OHV traffic. Not allowed on main road. Extended use into high country. Short route to trail, ROS is primarily semi-primitive non-motorized, not managed for motorized recreation, wet area easily damaged by ATVs. Main route to wilderness trailhead. This is related to 2184, 2226, 2256, and 2014. ALT. B, D & E - Not allowed on main road. Extended use into high country. Short route, provides a route for non OHV dispersed camping. ALT. C - Do not adopt. Access to fishing and dispersed camping.				
2012	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Nonmotorized Trail - OHVs are going beyond end of trail and causing damage. ROS is roaded natural. Not compatible with 2233. ALT. B, C, D & E - Do not adopt; may mitigate damage to high country and meadow through signs and/or barriers.				
2013	**Administratively Closed**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Administratively closed / Motorized trail open to all vehicles - driving on canal, creates loop (need to check with canal) in hatched area. Gives access to Paradise Park Reservoir. ALT. B, C & E - Creates loop opportunity. Well used route, important access for ATVs. ALT. D - Do not adopt, redundant road, would create loop. Canal route.				
2014	**4WD mixed road**	**Mixed use road**	**Do Not Adopt**	**Mixed use road**	**Street Legal Vehicles Only**
	4WD mixed road / Mixed use road - Prohibit OHV traffic. Not allowed on main road. Extended use into high country. Recreation management is primarily semi-primitive non-motorized, not managed for motorized recreation, wet area easily damaged by ATVs. Main trailhead to wilderness for hiking and horses. 2155 is duplicate; 2128 is no change. ALT. B, D & E - ATVs not allowed on main road. Extended use into high country. ALT. C - Do not adopt; provides access to fishing and dispersed camping.				

2015	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Motorized Trail OHV less than 50"**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Old timber road. Provides OHV access between Kane Hollow and Round Park, takes OHV traffic off of paved road. In hatched area. Connects dispersed camping areas. Mitigation required to harden stream crossing and slope trail into stream or construction of bridge over stream to minimize damage to stream banks. North half of proposal is outside of IRA. ALT. B, C and E - Provides major connection not otherwise available, existing route, connects dispersed camping. ALT. D - Do not adopt; wildlife resource concerns. Road density, redundant and loop route.				
2016	**Motorized Trail OHV less than 50"**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**
	Motorized trail OHV less than 50" / Administratively closed - Route is used as a snowmobile trail, with minimal current OHV use. Concerns over wetlands, soils, wildlife. ALT. B, C, D & E - Resource concerns with minimal existing use. Removal of motorized designation would free up maintenance funds for other, more popular routes and reduce concerns over wetlands, soils, wildlife.				
2017	**Administratively Closed**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / Motorized trail open to all vehicles - Open gated RD 21A, connect with spillway across dam, removes OHV from other less desirable dam. 2.5 miles of new construction. Do not carry forward in any Alternative (concerns over crossing spillway is non-mitigatable).				
2018	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Opening route to mixed traffic creates ATV connection to numerous routes and dispersed camping. Resource concerns of us on or adjacent to existing bridge. ALT. B, C, D & E - Creates ATV connection to numerous routes and dispersed camping. MITIGATE existing eligible sites before opening route.				
2019					
	Snowmobile/motrunder50 - See proposal 1019				
2020	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Existing undesignated route / Motorized trail open to all vehicles - used heavily for hunting, dispersed camping, steep slopes, within hatched travel area. Agreed on by trails coalition. Hydro concern and steep slopes. ALT. B, C & E - Heavy use for hunting, dispersed camping, within hatched area and mutual user group support - Dependent on hydro and slopes. ALT. D - Do not adopt - in IRA, concern with road densities and steep slopes.				
2021	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated route / Motorized trail open to all vehicles - Duplicate route. This rd is heavily used for camping, hunting and rec. stock ponds, in IRA. In hatched area. Short cut between designated roads. ALT. B, C, D & E - Do not adopt, duplicate, can access dispersed camping from designated route, loop, redundant, road density, IRA.				
2022	**Existing Undesignated**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Existing undesignated route / Motorized trail open to all vehicles - used heavily for hunting, dispersed camping, steep slopes, within hatched travel area. Agreed on by trails coalition. Hydro concern and steep slopes. ALT. B, C & E - Heavy use for hunting, dispersed camping, within hatched area and mutual user group support - Dependent on hydro and slopes. ALT. D - Do not adopt - in IRA, concern with road densities and steep slopes.				

2023	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - Proposal is to maintain highline trail as nonmotorized. All ALTs. - No change				
2024	**Unauthorized or Existing Undesignated**	**4WD mixed road seasonal closure**	**4WD mixed road seasonal closure**	**Do Not Adopt**	**4WD mixed road seasonal closure**
	Unauthorized or existing undesignated route / Motorized trail open to all vehicles - This route connects two designated routes that are currently closed. Outside of hatched area. Not in IRA. ALT. B, C & E - Connects two designated roads depends on 2145, 2179, 2058, 2146 being opened. Would create loop and offer OHV opportunities. Creates small loops near camping area. Seasonal closure during hunting. Need to sign for no firewood area. Needs cultural survey prior to opening. ALT. D - Do Not Adopt - creates loops and increases road density. UDWR concerns.				
2025	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	4WD mixed road / administratively closed - Incorrectly shown on map. Correct map - use proposal 2203 as connector loop Alt. B, C, D & E - Change map to reflect actual on-the-ground system.				
2026	**4WD mixed road**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	4WD mixed road / Administratively closed - short route that leads to multiple off-road routes hard to enforce. Rutting and braided in ravine. ALT. B, C & D - Redundant and goes into wet meadow. ALT. E - Mitigation has been tried- unsuccessful.				
2027	**Administratively Closed**	**Do Not Adopt**	**Mixed use road - Seasonal Closure**	**Do Not Adopt**	**Mixed use road - Seasonal Closure**
	Administratively closed / Mixed used road - open gated Marsh Bench road to ATV traffic. Creates several miles of access. Outside of Hatched area. Check NEPA for rationale of closure. Connected with 2028. ALT. B - Do not adopt. NEPA identified rationale for closure. ALT. C - Would create miles of ATV access and dispersed camping opportunities. Seasonal closure during hunting and for spring wet season Oct-May. ALT. D - Do not adopt - could potentially create loop and increases road density. User conflicts between horse groups and motorized use. Would create easy access to wet areas off road. ALT. E - Creates loop and increases road density, user-group conflicts, easy access to illegal use off road. Seasonal closure during hunting and for spring wet season Oct-May.				
2028	**Nonmotorized Trail**	**Nonmotorized Trail**	**Motorized trail open to all vehicles - Seasonal Closure**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail open to all vehicles - Would create loop. Route would need to be closed seasonally, wetland concerns. Adds to connectivity with 2027. ALT. B, D & E - Do not adopt - user conflicts between motorized and non-motorized. Wetland concerns. ALT. C - Creates loop opportunity. Well used route, important access for ATVs, adds to connectivity. If not adopted would not include mixed use on proposal 2027. Most likely would require some construction.				
2029	**4WD mixed road**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	4WD mixed road / Administratively closed - Road is currently gated. Need to reflect the closure. Wetlands, high water table. Would gain some new dispersed camping opportunity. Goshawk concerns. In current NEPA Road was closed prior to timber sale then road gated for post harvest activities. 2166 and 2235. ALT. B, C, D & E - Currently closed by gate only extends dispersed camping; also high water table and concerns about damage from vehicles. Goshawk concerns. Repetitive.				
2030.1	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route is a series of timber roads and unauthorized routes and provides loop and additional access to fishing at Twin Lakes. Goes though potholes area. Wetland concerns and would require seasonal restrictions. May provide alternate route for 2032. Contained within hatched area. Connected to Trail 026 closure. ALT. B, C, D and E - This road is actually administratively closed and not open to the public. Makes loop and is redundant. There is a drainage bottom (approximately 150 meters wide) with numerous seeps and wet bogs separating the two skid trail networks. A motorized ATV route through this area would have a high potential for damage to these wetland areas.				

2030.2	**Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Existing undesignated route / 4WD mixed road - Route is a series of timber roads and unauthorized routes that provides a loop and access to fishing at Twin Lakes. Goes though potholes area. Wetland concerns and would require seasonal restrictions. May provide alternate route for 2032. Contained within hatched area. Connected to Trail 026 closure. Provides ATV access from dispersed camping areas. ALT. B, C, D and E - This road is actually administratively closed and not open to the public. Makes loop and is redundant. There is a drainage bottom (approximately 150 meters wide) with numerous seeps and wet bogs separating the two skid trail networks. A motorized ATV route through this area would have a high potential for damage to these wetland areas.				
2031	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Street legal vehicles only / Street legal vehicles only - Fix map to reflect on ground road length. ALT. B, D & E - Change Trail 026 to nonmotorized from jct. 18 to jct. of trail 34 due to riparian near RNA and Ashley Creek. Duplicate route. Trail is currently in poor condition and needs high maintenance. ALT. C - Closure would diminish OHV experiences. Would limit trail opportunities which are already limited. Most OHV use is on roads.				
2032	**Motorized Trail OHV less than 50"**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**
	Motorized Trail OHV less than 50" - Nonmotorized trail - change Trail 26 to nonmotorized from jct. 018 to jct. of trail 34 due to riparian near RNA. Trail is in stream and parallels Ashley Creek. Trail is currently not used much, is in poor condition and requires high maintenance. Close to other routes, repetitive. Closure would diminish OHV experiences. Would limit trail opportunities which are already limited. Most OHV use is on roads. ALT. B, C, D & E - change Trail 26 to nonmotorized from jct. 18 to jct. of trail 34 due to riparian near RNA and Ashley Creek. Duplicate route. Trail is currently in poor condition and needs high maintenance.				
2033	**Motorized Trail OHV less than 50"**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Motorized trail OHV less than 50" / Administratively closed - High amount of resource concerns in multiple areas. Reduces repetitive routes. Parallel route with creek, erosion, soils concerns, hydro, TES, duplicate route. All ALTs - administratively close due to numerous watershed concerns: proximity to creek, sedimentation, wet meadows, trail braiding, and deep rutting.				
2034	**4WD mixed road**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street legal vehicles only - Eliminate OHV traffic. Adjacent to roaded natural area. Provides non ATV dispersed camping opportunity. Makes management of road easier as entire road would be same designation. Existing route is not consistent with current management of area of nonmotorized use. Alt B, D, and E - consistency of management with rest of area, provides non-motorized dispersed camping. ALT C - existing designated route.				
2035	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street legal vehicles only - Prohibit OHVs traffic which has encroached onto nonmotorized Trail 35. ALT. B, C, D & E - Remove ATV traffic to eliminate OHV off-road use and use of ATVs on nonmotorized trails. Accesses nonmotorized trail heads and is not compatible with mixed traffic.				
2036	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Mixed use road / Street legal vehicles only - Limit OHV use on Red Cloud Loop as OHVs are using nonmotorized trails. All ALTs - Do not adopt. Current existing legal use that provides sustainable OHV opportunities on an improved route.				

2037	**Mixed use road**				
	Street legal vehicles only / 4WD mixed road - Change from street-legal vehicles on Red Cloud Loop Rd. #10018 to allow mixed use including OHV traffic from system road #513 (near Sims Peak) to system road #508 at Charley's Park. All ALTs. - Do Not Adopt. Safety issue - engineering report found high probability and severity for crash with mixed traffic. Wildlife habitat concerns with additional mixed traffic.				
2038	**Motorized Trail OHV less than 50"**	**Administratively Closed**	**Do Not Adopt**	**Administratively Closed**	**motunder50 with shortening route**
	Motorized trail OHV less than 50" / Administratively closed - road is receiving damage, wet meadows, steep slopes, crosses streams/springs. Wildlife, hydrology, and soils concerns. ALT. B, and D - Resource concerns with existing route. ALT. C - Existing open designated route provides OHV opportunities. ALT E. Mitigates resource concerns by only shortening route to eliminate area with heaviest resource concerns.				
2039	**Motorized Trail OHV less than 50"**	**Administratively Closed**	**Do Not Adopt**	**Administratively Closed**	**Administratively Closed**
	Motorized trail OHV less than 50" / Administratively closed - Resource concerns including hydrology, and soils with erosion damage along Big Brush Creek from multiple ATV crossings. ALT. B, D, and E - Administratively close due to resource concerns. ALT. C - Do not adopt, as route provides hunter access and creates a small loop as an existing designated route.				
2040	**Motorized Trail OHV less than 50"**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Motorized trail OHV less than 50" / Administratively closed - Part of Carter Military Road and impacts historic properties. Damage in big park meadow in wet meadow. Alternative routes open to mixed traffic. ALT. B, C, D & E - All as listed above.				
2041	**Mixed use road**				
	Street legal vehicles only / Mixed use road - White Cloud Loop - Duplicate, see proposal 2018 - repeat see 2018, (2173, 2273, 2294)				
2042	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Nonmotorized Trail**	**Nonmotorized Trail**
	Motorized trail less than 50" / Nonmotorized Trail - Resource damage concerns along trail. ALT. B & C - Resource damage on trail is mitigatable and closure consideration would be dropped. Confine ATVs to route on spillway. ALT. D & E - close this route due to concerns from canal company and resource damage along trail.				
2043	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Taylor mountain road. Allows ATVs from State boundary to junction of Taylor Hollow. Opens ATV access to numerous routes. (2169, 2240, 2089, 2272, 2293). ALT. B, C, D & E - All as listed above.				
2044	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road/Street legal vehicles only - Prohibit OHV traffic on short road. Proposal would provide non-ATV dispersed camping opportunity and route leads to non-motorizes trails. Area not heavily used for ATV access. ALT. B & C - do not adopt - existing designated route within hatched area. Accesses other routes. ALT. D & E - Prohibit OHV traffic on short route - non-ATV dispersed camping opportunity, not heavily used by ATVs.				

2045	**Motorized Trail OHV less than 50"**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**
	Motorized trail OHV less than 50" / Administratively closed - Connected to proposal 2032, can't stay open without 2032. Route is located in creek bottom. ALT. B, D & E - change Trail 26 to nonmotorized from junction 18 to junction of trail 34 due to riparian near RNA and Ashley Creek. Duplicate route. Trail is currently in poor condition and needs high maintenance. ALT. C - Closure would diminish OHV experiences. Would limit trail opportunities which are limited. Most OHV use is on roads.				
2046	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Mixed use road**	**Do Not Adopt**
	4WD mixed road / Street legal vehicles only - OHVs are accessing nonmotorized trail. ALT. B, C & E - Do not adopt - provides ATV access from dispersed camping areas - Gate or barrier to prevent ATV access on Highline Trail. ALT. D - create non-ATV dispersed opportunity. Accesses Highline Trail, rutting occurring along Nonmotorized Trail 025 (Highline Trail).				
2047	**Administratively Closed**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Do Not Adopt**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Administratively closed / Motorized trail open to all vehicles - Route would create multiple routes accessible via ATVs and provide additional loops. Engineered routes. ALT. B, C & E - creates loop and access to multiple ATV routes. Connects to mixed traffic road. Route was closed after timber harvest for wildlife concerns. Seasonal closure during hunting (Oct - June 15). ALT. D - Do not adopt - present designation provides nonmotorized recreation opportunities for hiking and equestrian use.				
2048	**Administratively Closed**	**Mixed use road**	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**
	Administratively Closed / Street legal vehicles only - Provides access to dispersed camping, but limits ATV access. Also provides access to Highline Trail. This proposal was changed to shorten route to junction of 2087 by Trails Coalition. ALT. B & C - provides access to dispersed camping and Highline Trail. ALT. D & E - Do not adopt. High road density, repetitive, habitat fragmentation.				
2049	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Street Legal Vehicles Only**	**Do Not Adopt**
	4wd mixed road / Street legal vehicles only - Problems with OHVs accessing nonmotorized trail 25 (Highline Trail), and causing damage in wet meadows. ALT. B, C & E - Do not adopt, if there is damage in meadows, mitigation is possible with barriers and/or signs. Create barrier to prevent access to Highline trail. Provides ATV access from dispersed camping to other ATV routes and mixed traffic road. ALT. D - would create non-ATV dispersed camping opportunity and eliminate ATV access to Highline Trail.				
2050.1	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Administratively Closed**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Administratively Closed - Reduction of road densities and loops lessens disturbance to wildlife. Proposal would reduce ATV damage in meadow. Proposal is connected to 2039. ALT. B, C, and E - Do not adopt, closure of 2039 and 2016 eliminates two loops. Route creates multiple loops, both large and small and connects to other OHV trail opportunities. ALT. D - Reduction of road densities and loops and associated wildlife disturbance and other resource damage.				
2050.2	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Administratively Closed**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Administratively Closed - Proposal would reduce road densities and associated wildlife disturbance and also reduce ATV damage in meadow. Proposal is connected to 2085 and 2086. ALT. B, C, and E - Do not adopt, closure of 2039 and 2016 eliminates two loops and reduces road density in area. Route creates multiple loop routes, both large and small and connects to other OHV trails. ALT. D - would reduce road densities and associated disturbance to wildlife as well as other resource damage.				

2051	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Street legal vehicles only - Provide access for dispersed camping without ATV access to prevent Unauthorized or Existing Undesignated routes into Mill Park. ALT. B, C, D & E - Do not adopt, Route provides important recreation access for ATVs to White Cloud Loop - Mitigate with barriers to prevent ATVs entering Mill Park.				
2052	**4WD mixed road**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	4WD mixed road / Street legal vehicles only - Resource damage in the form of ruts, erosion, proximity to North Fork of Ashley Creek and Center Creek, crosses Carter Military Road. Rough, rocky road where 065 leaves 043. There are many different routes that have been created to avoid rocky, rutted or muddy areas. Contains some wet, marshy areas. The road ends on the edge of a canyon where it looks like there has been a cabin. Elimination of OHV traffic would reduce use and associated illegal OHV activity off of route. ALT. B, C, D & E - All as listed above.				
2053.1	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / 4WD mixed road - Proposal dropped as other routes access same area. Proposal was to go across dam and drop existing trail 028. After investigation, trail 028 is in serviceable condition. ALT B, C, D, and E - Do not adopt, as outlined above.				
2053.2	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated route / 4WD mixed road - Proposal dropped as other routes access same area. Proposal was to go across dam and drop existing trail 028. After investigation, trail 028 is in serviceable condition. ALT B, C, D, and E - Do not adopt, as outlined above.				
2054	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Dependent of 2053. ALTs B, C, D, and E - Do not adopt. See proposal 2053.				
2055	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Do Not Adopt**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Proposal creates OHV loop, opens ATV opportunities for dispersed camping, and connects to other ATV routes. See 2058, 2047, and 1014. ALT. B, C & E - creates loop, opens ATV opportunities for dispersed camping, and connects to alternative ATV routes. ALT. D - Do not adopt - consistency with other proposal determinations of this alternative, would only access the closed roads.				
2056	**Motorized trail OHV less than 50"**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Motorized trail OHV less than 50" / Administratively closed - Resource concerns including wildlife and UDWR reports, user conflicts and safety. See proposals 2144 and 2143. ALT. B, C, D & E - All as listed above				
2057	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Existing undesignated route / Motorized trail open to all vehicles - Route is within hatched area and used to access yurt. ALT. B, C, D & E - All as listed above.				
2058	**Administratively Closed**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**4WD mixed road - Seasonal Closure**
	Administratively closed / 4WD mixed road - Creates loop opportunities near camping when coupled with 2146. Offers >50 opportunities. MITIGATION: Seasonal closure during hunting season. No firewood gathering in area. ALT. B, C & E - Seasonal closure during hunting season Oct-				

	May No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities. ALT. D - do not adopt - creates loops and increases road density.				
2059	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated route / 4WD mixed road - Proposal would include seasonal closure during hunting season. No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities. Surveys indicate this route is to steep (up to 40% slopes). ALT. B, C, D & E - Do not adopt in any alternative due to resource concerns.				
2060	**Administratively Closed**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / Mixed use road - Creates connection to Outlaw Trail and other OHV routes, and ATV use from dispersed camping locations. May require new construction in short piece (50 yards). Repeat with 2174. ALT. B, C, D & E - do not adopt due to wildlife resource concerns and repetitive with other routes including proposal 2061.				
2061	**Administratively Closed**	**Mixed use road**	**Mixed use road**	**Do Not Adopt**	**Mixed use road**
	Administratively closed / Mixed use road - Route creates connection to Outlaw Trail and other connections and trails, and provide ATV opportunities from dispersed camping. ALT. B, C & E - creates short loop with 2060, and accesses other routes. Duplicate - See proposal 2084, 2175. Also, keeps road densities down by selecting only one loop (2061 instead of 2069 accesses other routes). ALT. D - do not adopt, wildlife concern, outside of hatched area, repetitive.				
2062	**Street Legal Vehicles Only**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Street legal vehicles only / Administratively Closed - closes abandoned system rd 446, crosses private land with no easement, road used infrequently. ALT. B, C, D & E - All as listed above.				
2063	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / Mixed use road - Iron Springs to junction 44. Provides ATV opportunity along existing road. Allows alternative route from existing Trail 026 at difficult area which is a safety concern for inexperienced riders. ALT. B, C, D & E - do not adopt due to wildlife resource concerns, and would conflict with current non-ATV use in area; Engineering report found high probability and severity for crash with mixed traffic.				
2064	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Nonmotorized Trail**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Trail needed to accesses private land. Trail goes through wet meadows and allows dispersed camping on Cart Creek. Road is heavily braided thru meadow. ALT. B, C & E - Do not adopt, route provides only access in general area, and popular for hunting access. Sign/gate to prohibit over 50" use on ATV trail. ALT. D - Nonmotorized trail - ATVs are pushing toward nonmotorized trail 003, trail parallels stream, restricting motorized use would provide wildlife habitat benefit.				
2065	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Nonmotorized Trail**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Trail accesses private land. Road is heavily braided through meadow. Alternatives to closing would be moving routes out of wet meadows to adjacent forest, reducing number of stream crossings on ATV trail and hardening fords or installing culverts or bridge stream crossings where necessary. ALT. B, C & E - Do not adopt, only access in general area. Popular hunting area. Sign/gate to prohibit over 50" on ATV trail. MITIGATION - move routes out of wet meadows to adjacent forest, reducing number of stream crossings on ATV trail and hardening fords or installing culverts or bridges at stream crossings where they are necessary. ALT. D - restrict motorized traffic, ATVs are pushing toward nonmotorized trail 003, trail parallels stream, dumps ATVs onto private property. Wildlife habitat benefit.				

2066	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Nonmotorized Trail**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Trail drops into private land, ATV access from dispersed camping. Wet meadows. ALT. B, C & E - Do not adopt. Popular hunting area, ATV access from dispersed camping. Consider rerouting or re-design of route as it approaches Kettle Creek. ALT. D - restrict motorized traffic, ATVs are pushing toward nonmotorized trail 003, trail parallels stream, dumps ATVs onto private property. Wildlife benefit.				
2067	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	4WD mixed road / 4WD mixed road - Map fix - ALT. B, C, D, E - Route needs to show correct use on map. Old timber road that has been adopted as part of Outlaw trail.				
2068	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Motorized Trail OHV less than 50"**
	Unauthorized or existing undesignated route / Motorized trail OHV less than 50" - Route connects to Outlaw Trail and other OHV trails from dispersed camping. ALT. B, C & E - Route provides connectionto other routes and opportunities from dispersed camping areas. MITIGATION: Route needs to follow trail to the west and stay out of Cart Creek. ALT. D - do not adopt - outside of hatched area, repetitive, connects to networks, increase density of routes.				
2069	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Connects to FS road 249 and FS 35. Crosses private land (Dyer Mine) land owner does not want ATV traffic and there is no right of way. ALT. B, C, D & E - All as listed above.				
2070.1	**Administratively Closed**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Motorized Trail OHV less than 50"**
	Administratively closed / Motorized trail OHV less than 50" - Connects to Outlaw ATV trail and multiple other routes. May go up creek bed. ALT. B, C & E - connects 2061 to 2070.2 accesses private land (Anderson Creek) and outlaw trail, connects numerous routes. ALT. D - increases route density.				
2070.2	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Motorized Trail OHV less than 50"**
	Unauthorized or existing undesignated route / Motorized trail OHV less than 50" - Connects to Outlaw ATV trail, provides loop and multiple routes. ALT. B, C & E - connects 2061 to 2070.1. accesses private land (Anderson Creek) and outlaw trail, connects numerous routes. ALT. D - increases route density.				
2071	**4WD mixed road**				
	4WD mixed road / Street legal vehicles only - Duplicate - See proposal 2035, 2162, 2036.				
2072	**Mixed use road**				
	Street legal vehicles only / Mixed use road - Duplicate - See proposal 2037.				
2073					
	Repeat of Proposal 2070 - Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Anderson Creek. Not located correctly on map. Connects to FS Rd. 35 4WD mixed road. Would most likely need new construction. Bypasses private land.				

2074	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Connects to FS road 249 and FS 35. Crosses private land (Dyer Mine); land owner does not want ATV traffic and there is no right of way. ALT. B, C, D & E - All as listed above.				
2075	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Connects Dyer Mountain to Iron Springs. Steep, would make loop with 2069 and 2074, and ties into several OHV routes, and connects to 2069 and 2074 in any alternative. ALT. B, C, D & E - Do not adopt. Concerns with connecting route that cross private land with no existing right of way.				
2076	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Provides ATV opportunity along existing route. Allows alternative route from Trail 026 at difficult area. Resource concerns. Portions of route may not exist. ALT. B, C, D & E - Do not adopt; all as listed above due to resource concerns.				
2077	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Repetitive route, increases road densities. Connects Round park road 547 to cane hollow 49. See proposal 2015. ALT. B, C, D & E - Do not adopt.				
2078	**Nonmotorized Trail**				
	Nonmotorized Trail / Motorized trail OHV less than 50" - tied into proposals 1019 and 2019 - Duplicate - See proposal Don Hatch trail proposal. ALT B, C, D, E - Duplicate proposal				
2079	**Nonmotorized Trail**				
	Nonmotorized Trail / Motorized trail OHV less than 50". Wildlife resource concerns limit access. Not in hatched travel area. Route would require new construction, includes steep slopes, and within IRA. Route would be dependent on proposal 2039. ALT. B, C, D & E - do not adopt, wildlife concerns, outside of hatched travel area, new construction, and steep slopes, in IRA.				
2080	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Don hatch spur to Red Canyon Lodge. - Proposal moved to Flaming Gorge District				
2081	**Unauthorized or Existing Undesignated**				
	Duplicate - see 1270				

2082	**Unauthorized or Existing Undesignated**				
	Duplicate - See 2055				
2083	**Mixed use road**				
	Duplicate - see 2018, repeat 2041, 2173, 2273, 2294				
2084	**Administratively Closed**				
	Duplicate - see 2061				
2085	**Administratively Closed**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Administratively closed / 4WD mixed road - Route creates loop with proposal 2086, connects to ATV trails. ALT. B, C & E - creates loop with 2086, connects to ATV trails. ALT. D - do not adopt, repetitive, loop, increases road density.				
2086	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized or existing undesignated / 4WD mixed road. Route connects to proposal 2085. ALT. B, C & E - creates loop with 2085, connects to ATV trails. ALT. D - do not adopt, repetitive, loop, increases road density.				
2087	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / 4WD mixed road - Route connects to proposal 2048. Connects FS Road 038 and 037. Creates loop opportunity. ALT. B & C - creates loop, connects to proposal 2048. Connects road 38 and 37. ALT. D & E - do not adopt, repetitive, loop, increases road density, and fragmentation.				
2088	**Administratively Closed**	**4WD mixed road**			
	Duplicate - See 2048, repeat with 2190.				
2089	**Mixed use road**				
	Duplicate - See 2043, 2169, 2240, 2089, 2272, 2293				
2090	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal connects multiple routes, and accesses hunting areas. Connects FS road 245, 258, 247 and 580. ALT. B, D & E - Do not adopt. Deer and elk critical range, steep slopes, stream crossings, contained in IRA. Cost of mitigation for soils and hydrology concerns is prohibitive. ALT. C - Connects multiple routes, and hunting areas. Connects FS Rd. 245, 258, 247 and 580. MITIGATION - Close spur routes, fill and rehabilitate gully. Engineer route at these slopes to take a lower gradient and reduce erosion problems occurring.				

2091	**Street Legal Vehicles Only**	**4WD Mixed Road**	**4WD Mixed Road**	**Street Legal Vehicles Only**	**4WD Mixed Road**
	Street legal vehicles only / 4WD mixed road - Proposal to put mixed traffic on Red Cloud Loop. ALT. B, C & E - Would allow OHV access along Red Cloud Loop and connection with other areas. ALT. D - Do not adopt. Proposal would change use pattern on road and there are some wildlife habitat concerns.				
2092	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal extends route of FSR 459. Route follows the wet channel bed of irrigation canal/inlet feeding the lake. Currently, the rock barrier has been moved and signs exist of ATV use in the channel and along the shoreline of Cliff Lake. Riparian area below Cliff Lake dam has ATV use and a campsite is forming. Use of flowing channel for travel route raises sediment and water quality issues for the lake and drainage. See proposals 2246, 2243, 2221, and 2280. ALT. B, C, D & E - do not adopt - user conflicts between nonmotorized trail and motorized trail. Located in IRA, crosses over nonmotorized trail and wet meadows.				
2093	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Add mixed use to Mosby Mountain road. Risk to resource low as it is currently a road. Connects multiple routes and dispersed camping to ATV routes. Open at Bills Park north. ALT. B, C, D & E - Creates links to adjacent mixed routes and loop with 2013.				
2094	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - Proposal is to keep mixed use. All ALTs - no change				
2095	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - Proposal is to keep mixed use. All ALTs - no change				
2096	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / 4WD mixed use road - Route is currently heavily used to access camping, hunting and recreation in hatched travel area. See proposals 2239, 2241, 2267, 2284, , 2287, and 2256. ALT. B, C, D & E - Do not adopt as route is primarily ROS of non-motorized semi-primitive. Not compatible with current management of area.				
2097	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / 4WD mixed road - Route provides approximately 1/2 mile of hunting access. Resource concerns with wet meadows and riparian area, contained in IRA. ALT. B, C, D & E - Do not adopt - along stream, not heavily used.				
2098	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated/ 4WD mixed road - Multiple routes in the area. Benefits depend on proposals 2099 and 2115. Concerns with wet meadows, riparian area. ALT. B, C, D & E - do not adopt as proposal 2021 not adopted, safety concerns with putting mixed traffic on mine road, repetitive, loop route, adds to road density.				

2099	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Existing undesignated route / Motorized trail open to all vehicles - Contained within hatched travel area, connects FS road 255 and 257 with shortcut, creates loop, used for hunting. Stream crossing. ALT. B, C & E - Proposal contained within hatched area, connects FS roads 255 and 257 with short cut, creates loop, used for hunting. ALT. D - Do not adopt due to stream crossing and wet riparian area.				
2100	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / 4WD mixed road - Route provides access to dispersed camping, hunting and recreation areas, accesses private lands. Dead ends at private land. ALT. B, C, D & E - Do not adopt. Short route, does not create loop or connectivity, contained in IRA. Route also dead ends at private land, has stream crossings, and redundant with other routes.				
2101	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**motorover50**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / Motorized trail open to all vehicles - Route creates loop, existing used heavily for dispersed camping and hunting. Accesses private land. Dependant on proposal 2102. ALT. B & C - creates loop, used heavily as dispersed camping, hunting. ALT. D & E - Do not adopt, contained in IRA, increases road density, does not meet ROS (semi-primitive, non-motorized). Steep soils with sensitive, shallow, erosive soils.				
2102	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Route creates loop, used heavily as dispersed camping, hunting. Dependant on proposal 2101. ALT. B & C - creates loop, used heavily as dispersed camping, hunting. ALT. D & E - Do not adopt, does not make sense on its own and is dependent on 2101, would increase road density and loops.				
2103	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Creates additional hunting/dispersed camping continuing beyond existing designated road for approximately 1.6 miles. May create loop with proposal 2101 to road 257. Does not create loop or connectivity with other system routes. ALT. B, C & E - heavily used to access camping, hunting and rec. ALT. D - do not adopt - steep slopes, increased road density.				
2104	**Unauthorized or Existing Undesignated**				
	Proposal added to 2103 - small extension of proposal 2103.				
2105	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / Mixed use road - This is the road to limestone mine. Road is maintained by mine, concerns over additional traffic. ALT. B, C, D & E - Do not adopt - safety concerns over mixed traffic. Did not adopt proposal 2098 so there is no further access.				

2106	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / 4WD mixed road - Route creates loop, accesses dispersed camping and recreation areas, and hunting. Repetitive route with high road density in area, road is in riparian area and in stream. ALT. B, C, D & E - Do not adopt - repetitive route, high road density in area, road is in riparian area and in stream.				
2107	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2108	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2109	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2110	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2111	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2112	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2113	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2114	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2115	**Motorized Trail OHV less than 50"**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**
	Motorized trail OHV less than 50" / Administratively closed - Route accesses Limber Flag yurt, used as cross-country ski route, creates nonmotorized trail access to Limber Flag with motorized access FS 254, 255. ALT. B, C, D & E - Do not adopt. All as outlined above.				
2116	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				

2117	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2118	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2119	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2120	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2121	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2122	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2123	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2124	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2125	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2126	**Administratively Closed**				
	No change				
2127	**Administratively Closed**				
	Administratively closed / Administratively closed - No change				
2128	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - No change				

2129	**Administratively Closed**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Administratively closed / 4WD mixed road - Route connects to motorized trail 09, may need some new construction to complete loop. ALT. B, C & E - provides connect to other OHV routes and creates motorized loop opportunities. MITIGATION: mitigate existing eligible sites. ALT. D - do not adopt - UDWR concerns over fragmentation, road density, wildlife disturbance, and loop.				
2130	**Nonmotorized Trail**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Administratively closed / 4WD mixed road - Provides connection to motorized trail 09, may need some new construction to complete loop. ALT. B, C & E - provides connection to other OHV routes and OHV loop opportunities. MITIGATION: Mitigate existing eligible sites. ALT. D - do not adopt - fragmentation, road density, loop, wildlife disturbance, riparian area.				
2131.1	**Mixed use road**				
	Proposal moved to Flaming Gorge District as 1274.1.				
2131.2	**Mixed use road**	**Do Not Adopt**	**moved to D1 as 1274.2**		
	Proposal moved to Flaming Gorge District as 1274.2.				
2132	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized / Motorized trail OHV less than 50" - Proposal to extend/connect forest road #629 with motorized trail #014. Route would create loop with other road/trails, accesses Carter Military Trail yurt. This route is redundant with FSR 043 and 026. The connection between Vernal and Flaming Gorge would exist as does loop opportunities with these currently mixed traffic roads. There is no compelling rationale to increase trail/road densities in this area. ALT. B, C, D & E - Do not adopt; all as listed above.				
2133	**Mixed use road**				
	Mixed use Road / Mixed use road - no change				
2134	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - no change				
2135	**no trail**				
	No trail / Nonmotorized trail - Proposal to create nonmotorized trail from Dry Fork Flume Trail. All ALTs - This is outside the scope of the travel management planning rule.				
2136	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Nonmotorized Trail - Proposal to remove motorized use on one mile of system road, close to town and Dry Fork. Loops with two trailheads off Dry Fork Road. ALT. B, C, D & E - Do not adopt - would be conditional on creating new Nonmotorized Trail to create loop, user conflicts.				

2137	**4WD mixed road**				
	Duplicate - See proposal 2136				
2138	**4WD mixed road**				
	Duplicate - See proposal 2136				
2139	**Administratively Closed**	**Do Not Adopt**	**Mixed use road - Seasonal Closure**	**Do Not Adopt**	**Street Legal Vehicles Only - Seasonal Closure**
	Administratively closed / Motorized trail open to all vehicles - Proposal creates additional dispersed camping by adding 1/2 mile of trail. See proposals 2027, 2188, and 2141. ALT. B & D - Do not adopt - increases high road density. User conflicts with equestrian use. Concerns with illegal use to wet areas off route. ALT. C - Would create additional OHV access and dispersed camping opportunities. MITIGATION: seasonal closure during hunting and spring wet season Oct-May. ALT. E - Creates additional opportunity for non-OHV dispersed camping, limit ATVs by street legal only designation. MITIGATION: seasonal closure during hunting and for spring wet season Oct-May.				
2140	**Administratively Closed**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	This route already exists as motorized trail OHV less than 50" on top of an administrative closure. There is no need to do anything. ALT. B, C, D & E - All, as listed above.				
2141	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal; would create loop between Marsh Bench road and FS 031 by tying into FS 474. ALT. B, C, D & E - Do not adopt - resource concerns with sensitive soils and wet areas, and wildlife habitat. Does not create dispersed camping. Proposal relies on 2027, 2139 and 2188 to create loop. User conflicts with horse groups and motorized.				
2142	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2188				
2143	**Administratively Closed**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	Administratively closed / Motorized trail OHV less than 50" - This would create a reroute of an ATV trail that is dangerous and in bad repair. Proposal links with 2144, 2056 and 2150. ALT. B, C, D & E - would create link between 2164 and 2143 and allow closure of 2150 where resource damage is a concern.				
2144	**NEW CONSTRUCTION**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	ALT. B, C, D & E - would create link between 2164 and 2143 and allow closure of proposal 2150 where resource damage is a concern.				
2145	**Administratively Closed**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**Motorized Trail OHV less than 50" - Seasonal Closure**
	Administratively closed / 4WD mixed road - Proposal to open gated road #032. Route provides potential to connect to other system roads as long as use is allowed beyond gates, opportunity for dispersed camping, compatible with ROS. Proposal is not in roadless. ALT. B & C - Seasonal closure during hunting season Oct-May. Creates OHV and UHV loop opportunities near camping. ALT. D - do not adopt - increases road density. UDWR concerns over fragmentation, road density, wildlife disturbance. ALT. E - Seasonal closure during hunting season Oct-May. Creates loop opportunities near				

	camping.				
2146	**Administratively Closed**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**Motorized Trail OHV less than 50" - Seasonal Closure**
	Administratively closed / 4WD mixed road - Creates loop opportunities near camping when joined with proposal 2058. Offers >50 opportunities. MITIGATION: Seasonal closure during hunting season. No firewood gathering in area. ALT. B & C - Seasonal closure during hunting season Oct-May No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities. ALT. D - Do not adopt - increases road density. UDWR concerns over fragmentation, road density, wildlife disturbance. ALT. E - ATV only use. Seasonal closure during hunting season Oct-May. No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities.				
2147	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / 4WD mixed road - Proposal would change nonmotorized trail 127 to 4WD mixed road. Route is in IRA and would not be compatible with current use. ALT. B, C, D & E - Do not adopt. Proposal would not be compatible with current use. In winter range and goshawk area.				
2148					
	Moved to Flaming Gorge District as proposal 1272.				
2149	**Motorized Trail OHV less than 50"**				
	Motorized trail OHV less than 50" / Nonmotorized trail - Proposal was an area recommendation for wildlife and not a single road or trail.				
2150	**Motorized Trail OHV less than 50"**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**	**Nonmotorized Trail**
	Motorized trail OHV less than 50" / Nonmotorized trail - Existing conflicts between motorized and nonmotorized hunting use, riparian area conflicts, UDWR concerned about wildlife habitat. Trail is difficult and dangerous. Proposal relates to 2056, 2144, 2008, and 2017. ALT. B, C, D & E - Do not adopt - Route creates challenging trail for skilled riders, creates loop and multiple connections, contained within hatched travel area, existing trail. MITIGATION - would need stream crossing hardening or bridge and reroute across wet meadow. Close spurs with barriers.				
2151	**Motorized Trail OHV less than 50"**				
	Duplicate - See proposal 2115				
2152	**4WD mixed road**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	4WD mixed road / Administratively closed - Road is physically not on ground. Remove from system. ALT. B, C, D & E - All, as listed above.				

2153	**Administratively Closed**	**Mixed use road**	**Mixed use road**		**Mixed use road**
	Administratively closed / 4WD mixed road - Proposal increases opportunities for OHVs and dispersed camping. Gives access from dispersed camping to ATV routes. ALT. B, C & E - increases opportunities for OHVs and dispersed camping. Gives access from dispersed camping to ATV routes. ALT. D - Do not adopt - creates loops and increases road density. UDWR concerns over fragmentation, road density, wildlife disturbance.				
2154	**Mixed use road**				
	Street legal vehicles only / Mixed use road - See proposal 2009				
2155					
	Duplicate - See proposal 2014				
2156	**4wdmix**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Street legal vehicles only - Route is a spur off of road that becomes mixed in proposal 2009. Is not compatible with proposal 2093. ALT B, C, D and E - Do not adopt as outlined above.				
2157	**Street Legal Vehicles Only**				
	Move this proposal to Flaming Gorge District - Duplicate of proposal 2131.1.				
2158	**4WD mixed road**				
	Duplicate - See proposal 2026				
2159	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - no change				
2160	**4WD mixed road**				
	Duplicate - See proposal 2002				
2161	**4WD mixed road**				
	Duplicate - See proposal 2001				
2162	**4WD mixed road**				
	Duplicate - See proposal 2035				
2163	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - Duplicate - See proposal 2008				

2164					
	Duplicate - See proposal 2008				
2165	**Mixed use road**				
	Mixed use road / 4WD mixed use - can already take mixed vehicles. Do not need to change.				
2166	**4WD mixed road**				
	4WD mixed road / Street legal vehicles only - See proposal 2029				
2167	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Mixed use road - Proposal was to examine purpose of road. Route is a well constructed road 0.5 miles south of FS Road 10506. Currently gated. Timber recommends to keep closed. No rationale to open. ALT. B, C, D & E - All, as listed above.				
2168	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Mixed use road**	**Mixed use road**
	Mixed use road / Street legal vehicles only - Proposal to remove OHV use from small section of system road #017. This would create a gap in OHV use tying into Red Cloud Loop. Route is at the first section of FS 017, there is better parking for the ATVs at the head of 017 and 027 than from Red Cloud Loop. ALT. B & C - Do not adopt. Proposal would not be compatible with 2290. ALT. D & E - would be compatible with alternative outcome for 2290.				
2169					
	See proposal 2043				
2170	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Street legal vehicles only - Proposal reduces traffic by limiting ATVs on FS Rd. 436. Proposal would reduce access to dispersed camping and removes loop opportunity for ATVs. ALT. B, C, D & E - Do not adopt - would reduce loop opportunity; doesn't make sense to close route to just ATVs, there is not a large amount of resource damage occurring and it would be difficult to restrict ATV traffic along this one road.				
2171	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Mixed use road**	**Do Not Adopt**
	4WD mixed road / Street legal vehicles only - Proposal to remove OHV use. Steep slopes, but on engineered road. Proposal would reduce access to dispersed camping from OHVs, winter range. ALT. B, C & E - do not adopt - reduces access to dispersed camping from OHVs, winter range. ALT. D - near lake, in winter range and on erosive soils on steep slopes, provide non-OHV dispersed camping.				
2172	**4WD mixed road**				
	See proposal 2035				
2173	**Mixed use road**				
	See proposal 2018				

2174					
	Duplicate - See proposal 2060				
2175					
	Duplicate - See proposal 2061				
2176	**Administratively Closed**				
	Administratively closed / 4WD mixed road - Proposal accesses close to nonmotorized Highline Trail. Proposal dropped as conflicts with consideration in proposal 2126.				
2177	**Administratively Closed**				
	Duplicate - See proposal 2077				
2178	**Administratively closed**	**Administratively closed**	**Administratively closed**	**Administratively closed**	**Administratively closed**
	Administratively closed / 4WD mixed road - Proposal to open up gated system road for public access to include mixed use. Route would provide additional dispersed camping opportunities. ALT B, C, D, and E - UDWR concerns over fragmentation, road density, wildlife disturbance, short route, does not create loop or connection with other routes.				
2179					
	Duplicate - See proposal 2145				
2180	**Administratively Closed**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Do Not Adopt**	**Do Not Adopt**
	Administratively closed / 4WD mixed road - Proposal to open up gated system road for public access to include mixed use. Proposal would provide additional dispersed camping opportunities and possibility of creating OHV loops. MITIGATION: Seasonal closure during hunting season. No firewood gathering in area. Offers >50 opportunities. ALT. B & C - provides dispersed camping and OHV opportunities. Seasonal closure during hunting season Oct-May No firewood gathering in area. ALT. D & E - Do not adopt - creates loops and increases road density. Resource concerns over soils, UDWR concerns over fragmentation, road density, wildlife disturbance.				
2181	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / 4WD mixed road -extend FS road 547 beyond current location. High risk to hydro and soils. ALT. B, C, D & E - Do not adopt. Repetitive route with the top of proposal 2015, follows and crosses stream. Steep area and wildlife habitat concerns.				
2182	**4WD mixed road**				
	Duplicate - See proposal 2011				
2183	**4WD mixed road**				
	Duplicate - See proposal 2011				

2184					
	Duplicate - See proposal 2010				
2185	**Street Legal Vehicles Only**				
	Route in Roosevelt/Duchesne District. Duplicate - See proposal 3056, 3067 and 3057.				
2186	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Street legal vehicles only - Proposal removes ATV use unless Mosby Mountain road is opened to ATV use in proposal 2093. ALT. B, C, D & E - Do not adopt - spur off of road that becomes mixed (proposal 2009) is not compatible with proposal 2093. See proposal 2093.				
2187	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - Need for maintenance on this road to address downed trees across road. This is not a change in designation.				
2188	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicle use only / 4WD mixed road - Route provides access for ATVs from dispersed camping areas to other ATV routes. If connected to proposals 2141, 2139, and 2027 would create loop. Very steep soils and hydro concerns. ALT. B, C, D & E - Do not adopt - Resource concerns with steep slopes, and hydro, and T & E species. Route does not provide dispersed camping opportunities.				
2189	**Administratively Closed**				
	Duplicate - See proposal 2129				
2190					
	Duplicate - See proposal 2088				
2191	**Street Legal Vehicles Only**				
	Moved to Flaming Gorge District - See proposal 1273				
2192	**Existing Undesignated**				
	Existing Undesignated / Street legal vehicle only - Route provides dispersed camping area in hatched travel area. Is existing borrow pit. - Proposal replaced with proposal 2336 which has correct alignment.				
2193	**Unauthorized or Existing Undesignated**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Unauthorized or existing undesignated / Street legal vehicle only - Proposal is existing borrow site heavily used for dispersed camping, but needs road number. ALT. B, C, D & E - gives access to additional dispersed camping.				

2194	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal provides connection to ATV routes from dispersed camping sites, add mixed traffic to existing route. ALT. C & E - creates loop opportunity and connects to additional routes for ATVs from dispersed camping areas. ALT. B & D - Do not adopt - provides non-OHV dispersed camping opportunity. Route is redundant and would create disturbance to permitted cowboy camp.				
2195	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Route connects larger loop and gives additional OHV opportunities. ALT. C & E - creates loop opportunity for ATVs. MITIGATION: shallow soils, roads may need additional maintenance. ALT. B & D - Do not adopt. Route provides non-OHV dispersed camping opportunity. Route is redundant.				
2196	**4WD mixed road**			**Administratively Closed**	
	4WD mixed road / Administratively closed - Road is overgrown and accesses pond. This is a maintenance issue. Not being used currently. ALT. B, C & E - Do not adopt, this is a maintenance issue, and no rationale for closing existing road. ALT. D - Route is not being used and closure would reduce road densities and maintenance costs.				
2197	**Mixed use road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Route connects ATV trail to forest boundary and other mixed use roads. MITIGATION: allow on gravel portion of this route only. ALT. B, C, D & E - All, as listed above.				
2198	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2025 and 2203				
2199	**Unauthorized**				
	Unauthorized / Street legal vehicles only - Proposal does not connect to other routes, drops into the mine proponent, in elk winter range. Steep slopes. ALT. B, C, D & E - Do not adopt as outlined above.				
2200	**Unauthorized**				
	Duplicate - See proposal 2384				
2201	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / 4WD mixed road - Proposal to add/change trail to a system road for dispersed camping. Proposal conflicts with proposal 2006. Issues with resource damage (deep rutting, full-size vehicles widening trail, vehicles short-cutting to access trail, etc.). ALT B, C, D, & E - Do not adopt as outlined above.				
2202	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Redundant route, utilized proposal 2203 instead. See proposal 2203.				

2203	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**motrover50 seasonal closure**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal to connect the old highway from system road #551 to road #227 near the corrals for OHV access. Route provides a better loop than proposal 2025, joins two or more routes, used during hunting. ALT. B & C - As listed above. ALT. D - do not adopt - loop road, critical winter range, increases road densities, sage grouse concern. ALT. E - As listed above and seasonally closed Oct to May. MITIGATION: Line route adjacent meadows with barrier rock or fencing. Old roadbed needs some drainage work where there is evidence of channeling.				
2204	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change				
2205	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change				
2206	**Existing Undesignated**	**4WD mixed road**	**4WD mixed road**		**Street Legal Vehicles Only**
	Existing undesignated route / 4WD mixed road - Proposal provides access to dispersed camping area. Route is In hatched travel area. Possible access road to Oaks park canal. ALT. B & C - accesses dispersed camping and hunting area, within hatched travel area, not in IRA. ALT. D - Do not adopt - increases road density and is access to dispersed camping >150' from designated route. ALT. E - accesses dispersed camping and hunting area. Keep as non-OHV dispersed camping opportunity.				
2207	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Did not carry forward because it is very similar and already covered by proposal #2090. -- See proposal 2090. ALT. B, C, D & E - Do not adopt.				
2208	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**		**Motorized trail open to all vehicles**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal provides additional dispersed camping, well used route for hunting and camping. ALT. B, C & E - As listed above. ALT. D - do not adopt, creates loop and increases road densities.				
2209	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change				
2210	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				

2211	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / 4WD mixed road - Route accesses private land and mine. Route is within IRA. ALT. B, C, D & E - Do not adopt - accesses private land, owner does not want public on land, outside of hatched travel area, in IRA, big game winter range, concerns with sage grouse habitat. Also, general use would be for hunting, but if opened it would have to be seasonally closed for wildlife habitat during this time.				
2212	**Unauthorized or Existing Undesignated**				
	Duplicate or addressed by other proposal - See proposal 2203				
2213	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change				
2214	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or Existing Undesignated / 4WD mixed road - Short route that leads to multiple off-road routes with enforceability issues. Route is rutted and braided in ravine. ALT. B, C, D & E - Do not adopt - redundant, crosses wet meadow, mitigation has been attempted without success, concerns with enforceability of illegal use off route.				
2215	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / 4WD mixed road - Route is in area with non-compatible ROS (semi-primitive nonmotorized). Rest of area managed for non-motorized trails, not appropriate to manage for increased motorized use. Not compatible with current use as primary trailhead to Wilderness. Outside of Vernal travel area. ALT. B, C, D & E - Do not adopt, dropped from further consideration. Conflicts with proposals 2025 and 2027.				
2216	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal to add user created route east of Hwy 191/East Park junction. Route does not provide connection to other routes or other recreation opportunities. Route is not used for dispersed camping. Concerns with steep slopes and not suitable for vehicle travel (safety). ALT B, C, D, and E - Do not adopt as outlined above.				
2217	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Administratively closed - No rationale was given for this proposal. Current acceptable use. ALT B, C, D, and E - Do not adopt, dropped from further consideration.				
2218	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change				

2219	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Route creates alternate accesses from canyon to ridge in bad weather. ALT B, C, D, and E - Do not adopt. On same soil type as main road, determination to use funding to maintain existing road than open alternative route. Redundant.				
2220	**Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Existing undesignated route / 4WD mixed road - Well used road, in good condition. Route provides dispersed camping in hatched travel area. Creates small loop. ALT. B, C & E - As listed above. ALT. D - Do not adopt, creates loop and accesses dispersed camping >150 from road.				
2221	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - See proposal 2092				
2222	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Unauthorized or existing undesignated / Motorized trail open to all vehicle - Route accesses dispersed camping. The proposal does not exist on the ground for its entire length. However there is approximately 900 ft that is current dispersed camping access. ALT. B - Do not adopt. Road does not exist for entire length. ALT. C & E - there is approximately 900 ft that is current dispersed camping access. ALT D - Do not adopt, route is greater than 150 ft for dispersed camping.				
2223	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Street legal vehicles only / 4WD mixed road / Motorized trail OHV less than 50" - Route is more than one road type designation. (Motorized trail OHV less than 50" is not a repeat elsewhere and will be addressed here. Other portions are addressed in proposal 2253.1). Extend unauthorized portion to ridge for game retrieval. Road is steep with soils and erosion concerns. ALT. B, C, D & E - Do not adopt, as listed above.				
2224					
	No proposal				
2225	**Mixed use road**				
	Duplicate - See proposal 2093				
2226	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal reflects current use and accesses dispersed camping allowing larger OHVs in area. Road surface would need some work - comes off of proposal 2010. ALT. B, C, D & E - Do not adopt. ROS (semi-primitive non-motorized). Area is managed for non-motorized recreation and nonmotorized trails -- therefore proposal of increased motorized use conflicts with existing management. Not compatible with current use as alternative trailhead to wilderness.				

2227	**Mixed use road**				
	Duplicate - See proposal 2093				
2228	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail OHV less than 50" - Route follows stream, and sections do not exist. Outside of hatched travel area. ALT. B, C, D & E - Do not adopt as outlined above.				
2229	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal provides OHV access off of main road, creates small loop, and adds increased miles of motorized routes. Hydro concerns, crosses drainages and wet areas. Wildlife concerns including big game winter range and sage grouse. Existing high road density in area, with roads currently allowing mixed use. Route does not exist on ground across canyon. ALT. B, C, D & E - Do not adopt, as outlined above.				
2230	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
2231	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail open to all vehicles - Route travels through wetland and has associated resource concerns. This area is wet and the combined proposals 2027 and 2028 would require mitigation and new construction. Cost of maintenance would be high due to resource issues. Concerns with ability to maintain road with limited funding which would result in additional resource damage if not maintained. Conflicts with non-motorized use. ALT B, C, D & E - Do not adopt, as listed above and user conflicts between motorized and non-motorized.				
2232	**Administratively Closed**				
	Administratively closed / 4WD mixed road - See proposal 2139				
2233	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Motorized trail open to all vehicles - Proposal to change from ATV/motorized trail and upgrade to motorized trail >50" or road to access dispersed camping at Blanchett Park. Route is very rough, holds water, and is not appropriate for larger vehicles. Proposal is not compatible with 2012. ALT. B, C, D & E - Do not adopt, as listed above. Resource concerns with hydrology, soils.				
2234	**Mixed use road**				
	Mixed use road / Mixed use road - No change				
2235	**Administratively Closed**				
	Administratively closed / 4WD mixed road - See proposal 2029				
2236	**Street Legal Vehicles Only**				
	Duplicate - See proposals 2063, 2271, and 2293				

2237	**4WD mixed road**				
	4WD mixed road / 4WD mixed - No change, See proposal 2044				
2238	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change				
2239	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2096				
2240	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2043				
2241	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2096				
2242	**Motorized Trail OHV less than 50"**				
	Motorized trail OHV less than 50" / Motorized trail OHV less than 50" - No change, See proposals 2064, 2065				
2243	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail OHV less than 50" - Route creates loop to Chepeta Lake. Change of use is not compatible with current use and nonmotorized management of area. Resource concerns with wet meadows and user conflicts. - Proposal includes portions of proposal 2092 and Nonmotorized Trail. ALT. B, C, D & E - Do not adopt, as listed above.				
2244					
	No proposal				
2245	**Nonmotorized Trail**				
	Nonmotorized Trail / Motorized trail OHV less than 50" - Route is an old jeep road from Chepeta to White Rocks. Proposal is not compatible with current management of area as non-motorized, back country area. See proposal 2023. ALT. B, C, D & E - do not adopt, as listed above.				
2246	**4WD mixed road**				
	4WD mixed road / 4WD mixed road is Duplicate - See proposal 2251, 2280; Unauthorized portion is duplicate - See proposal 2092				
2247	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / 4WD mixed road - Route follows stream, road does not exist at this point. Contained in IRA, outside of hatched travel areas. ALT. B, C, D & E - Do not adopt, as listed above.				

2248	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Partial duplicate of proposal 2106. Route uses portions of roads that already exist as 4WD mixed and street legal vehicles. ALT. B, C, D & E - do not adopt, very steep and crosses stream. Repetitive route, with other routes available to make connections.				
2249	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Existing undesignated route / Motorized trail OHV less than 50" - Route does not connect to Outlaw Trail but loops from FSR 555 to 555. Contained within hatched area. Portions of route are on steep slopes with hydro and soils concerns. Route stays in drainage the whole way, in an area of high route densities. A portion of proposal is unauthorized with the rest existing designated roads and trails. ALT. B, C, D & E - Do not adopt, as listed above for resource concerns.				
2250	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Mixed use road - Multiple camping roads near Colton Trail. Area has multiple wet areas. This proposal has multiple routes and consideration made for unauthorized portion only. Portion is duplicate - See proposal 2005. ALT. B & C - add dispersed camping. ALT. D & E - do not adopt - wet areas, >150 from road for dispersed camping.				
2251	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
2252	**Administratively Closed**				
	Duplicate - See proposal 2013				
2253.1	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal gives additional access for OHVs from Lapoint area to forest. Provides connectivity and possible loops routes. Provides alternative route to Paradise Road. ALT. B, C, D & E - All, as listed above.				
2253.3	**Unauthorized or Existing Undesignated**	**motrover50<60**	**motrover50<60**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Route is important to local users for recreation and hunting. It gives additional access from Lapoint area to forest. Provides connectivity and possible loops routes. Provides alternative route to Paradise Road. May need engineering and/or construction and finalized ground location/truthing. ALT. B & C - As listed above. ALT. D & E - do not adopt - creates additional loops and increases road density. This route is duplicate of 2093.				
2253.4	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				

2253.5	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
2253.6	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
2253.7	**4WD mixed road**				
	Map fix - Corrected with proposal 2332				
2253.8	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
2254	**4WD mixed road**				
	4WD mixed road and Street legal vehicles only / 4WD mixed road - Portion of road that is street legal vehicles only is a Duplicate - See proposal 2093, rest is already 4WD mixed road.				
2255	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail OHV less than 50" - ALT. B, C, D & E - Do not adopt; would change Nonmotorized Trail 127 to 4WD mix. Route is in IRA and not compatible with current use/management of area. Route is in big game winter range and has other wildlife habitat concerns.				
2256	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road: Duplicate - See proposal 2096				
2257.1	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / 4WD mixed road - Proposal addresses same route as 2062 which is an administratively closed road. - See proposal 2062 ALT. B, C, D & E - Do not adopt, as listed above.				
2258.2	**Mixed use road**				
	Street legal vehicles only / Mixed use road - See 2093				
2259	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2260	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - no change				
2261	**Nonmotorized Trail**				
	Nonmotorized Trail/Nonmotorized Trail - no change				

2262	**Unauthorized**				
	Nonmotorized Trail / Nonmotorized Trail - No change - see 2139, 2141, 2188				
2263	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change (beyond scope of travel management)				
2264	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change (beyond scope of travel management)				
2265	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Nonmotorized Trail - No rational provided to carry forward. Route is currently 4WD mixed road used appropriately. ALT B, C, D, and E - Do not adopt as listed above.				
2266	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated route / Motorized trail open to all vehicles - Proposal would create access to cabin on private land. Have reasonable access through proposals 2103 or 2104. ALT. B, C, D & E - do not adopt - short route, in IRA. Route dead-ends at private land.				
2267	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2096				
2268	**Motorized Trail OHV less than 50"**				
	Duplicate - See proposals 2032, 2033, and 2038				
2269	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / 4WD mixed road - Route provides access to dispersed camping. Area is in wet meadow with resource damage and associated concerns. ALT. B, C, D & E - do not adopt, as listed above.				
2270	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Scenic trail comes off of stock pond on FSR 253. Concerns with T & E species, wet meadow areas. Consideration for alternative route on side of East Mckee wet meadows to form smaller loop with FS Rd. 253. These user created routes are on south side of FS Rd. 253. ALT. B, C, D & E - do not adopt, south end of route crosses wet meadow. Dispersed camping available along other existing routes.				

2271	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2063.1				
2272	**Street Legal Vehicles Only**				
	See proposal 2043				
2273	**Mixed use road**				
	See proposal 2018				
2274.1	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Scenic trail crosses right at 253. ALT. B, C & E - Creates access from dispersed camping to multiple ATV/mixed routes. ALT. D - Do not adopt; increases density, high road density.				
2274.2	**Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**
	Existing undesignated route / Motorized trail OHV less than 50" - Route provides important connection for ATV access along Hwy 191, existing route, avoids wet meadow areas. ALT. B, C, D & E - Inside hatched area, provides scenic trail and necessary connection along Hwy 191. Creates access from dispersed camping to multiple OHV/mixed routes.				
2274.3	**Motorized Trail OHV less than 50"**				
	Motorized trail OHV less than 50" / Motorized trail OHV less than 50" - No change				
2274.4	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
2274.5	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
2275	**Mixed use road**				
	Duplicate - See proposal 2093				
2276	**Nonmotorized Trail**				
	Nonmotorized Trail / Motorized trail OHV less than 50" - Route is along the side of canal to Lost and Blanchett Parks. Connects to motorized trails and loops to Paradise and Mill Pond and returns to Blanchett. See proposals 2013 and 2233.				

2277	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail OHV less than 50" - Route would provide motorized access to fishing and hunting at Twin Lakes. Route creates high user-conflict, as route is presently designated as non-motorized system trail 051. Not compatible with non-motorized recreation management of surrounding area. Outside of hatched travel area - See proposal 2276. ALT B, C, D, and E - Do not adopt as outlined above.				
2278	**Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Existing undesignated route / Mixed used road - Route would provide additional motorized access (approximately 1 mile) to close proximity for fishing at Little Elk Lake utilizing existing "on-the-ground" route. Resource concerns with wildlife habitat. UDWR concerns over fragmentation, road density, wildlife disturbance. ALT B, C, D, and E - Do not adopt as outlined above.				
2279	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change (beyond scope of travel management)				
2280	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - Similar to proposal 2092. See proposal 2092				
2281	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Route is part of old Chepeta road, would provide additional OHV route. Route is outside of hatched area, and motorized proposal would be inconsistent with current management of high lakes area as less motorized use. ALT. B, C, D & E - Do not adopt, as listed above.				
2282	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route crosses dam, do not carry forward, See proposal 2092. ALT. B, C, D & E - Do not adopt, as listed above.				
2283	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized Trail / Motorized trail open to all vehicles - Route would allow OHV access to lakes for fishing of lakes, gives access to elderly. Route is outside of hatched travel area and inconsistent with current management of high lakes area as less motorized and non-OHV dispersed camping. ALT. B, C, D & E - Do not adopt, as listed above.				
2284	**Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Existing undesignated route / 4WD mixed road - Route provides dispersed camping beyond by Little Lake. ALT. B, C, D & E - Inside hatched area (current legal use), strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2285	**Mixed use road**	**Fix**	**Fix**	**Fix**	**Fix**
	Correct map to show actual route to river.				

2286	**Unauthorized**				
	Duplicate - See proposal 2253				
2287	**Mixed use road**				
	Duplicate - See proposal 2096				
2288	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2257.3				
2289	**Mixed use road**				
	Duplicate - See proposal 2093				
2290	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / 4WD mixed road - Proposal places mixed traffic on Red Cloud Loop. Engineering report found mixed traffic would result in high probability and severity of a crash. ALT. B, C, D & E - All as listed above. Proposal would change use pattern on road and there are multiple wildlife habitat concerns, conflicts along nonmotorized trail and Flume Trail nonmotorized trailhead.				
2291	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / 4WD mixed road - Short route with limited OHV access. Existing designation provides non-OHV dispersed camping opportunity. Not consistent with current management of area. - See proposal 2034. ALT. B, C, D & E - All as listed above.				
2292	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal extends mixed use to end of road. ALT. B, C, D & E - All as listed above and will improve management and enforcement. Consistency with rest of route.				
2293	**Mixed use road**				
	See proposal 2043				
2294	**Mixed use road**				
	See proposal 2018				
2295	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicle only / Mixed use road - Proposal connects into White Cloud Loop, and Red Cloud Loop to Highway 191. ALT. B, C, D & E - do not adopt, concerns with mixed traffic on paved roads and would increase and change traffic through numerous locations of T & E species.				

2296	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only / Mixed use road - Diamond Mountain road. Proposal would allow OHV access from dispersed camping areas. Only street legal OHVs can ride on paved roads. ALT. B, C, D & E - do not adopt, concerns with mix traffic on paved road along with mine traffic and large recreation vehicles.				
2297	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - No change				
2298	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - No change				
2299	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - No change				
2300	**Nonmotorized Trail**				
	Nonmotorized Trail / Nonmotorized Trail - No change				
2301	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Nonmotorized Trail - No change (outside of travel management scope)				
2302	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Power line road; non-system route that accesses established and sustainable dispersed camping sites that are located >150ft from Greens Draw road (#049). Outside IRA. ALT. B, C, D & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2303	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Established two-track that provides access to sustainable dispersed camping locations. Inside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2304	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Established two-track that provides access to sustainable dispersed camping locations. Inside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2305	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Established two-track that provides access to sustainable dispersed camping locations. Inside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is an appropriate use.				
2306	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping off FS Rd. 018 - Rock slide area also winter snowmobile parking. Inside IRA. ALT. B, C, D & E - Inside hatched area, motorized and non-motorized trailhead parking - no dispersed camping would be allowed under existing NEPA.				
2307	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off FS Rd. 018 in Brownie Canyon - down towards creek. Location of majority of route is within 150 feet from road. Inside IRA. ALT. B, C, D & E - All, as listed above.				
2308	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping off FS Rd. 508 - Charley Park gravel pit. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2309	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 508. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2310	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Charley's Park dispersed camping - Dispersed camping throughout this area - especially hunting. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2311	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping all along this track along FS route 509. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2312	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 234 - Charley's Park by spring. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2313	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 509 Charley's Park to Alma Taylor Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2314	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off FS Rd. 234. Inside IRA. ALT. B, C, D & E - Do not adopt. Route is within 150 feet of road and would be accessible without separate designation.				
2315	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Do not adopt. Route is within 150 feet of road and would be accessible without separate designation.				
2316	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Last dispersed camping south on Alma Taylor Road. Outside IRA. ALT. B, C, D & E - Do not adopt. Route is within 150 feet of road and would be accessible without separate designation.				
2317	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 030. Outside IRA. ALT. B, C, D & E - Outside hatched area; however, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. Close to existing 4WD mixed use road.				
2318	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off FS Rd. 030 - Alma Taylor Lake trailhead. Outside IRA. ALT. B, C, D & E - Do not adopt. Outside hatched area, significant resource damage in wet areas, field data demonstrated substantial braiding and even use of chains for vehicles traveling in area.				
2319	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 018 cow camp above overlook. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2320	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2321	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping south fork east off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2322	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping south fork west off FS Rd. 018. Inside IRA. ALT. B, C, D & E - Do not adopt. Inside IRA, outside hatched, other dispersed camping nearby to north and east not in IRA, in wetter area.				
2323	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Dispersed camping off FS Rd. 248 near mud springs. Inside IRA. ALT. B, C & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. ALT. D - Inside IRA, outside hatched area.				
2324	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Do Not Adopt**	**Motorized trail open to all vehicles**
	Dispersed camping off FS Rd. 044 south of Mud Springs. Inside IRA. ALT. B, C & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. ALT. D - Inside IRA, outside hatched area.				
2325	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Dispersed camping off FS Rd. 018. Inside IRA. ALT. B, C & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. ALT. D - Inside IRA, outside hatched area.				
2326	**Unauthorized or Existing Undesignated**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Rd. 515 already designated - Map Fix. ALT. B, C, D & E - Already designated road as 515 - need to correct as map fix.				
2327	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping and accesses fishing and day use site. Outside IRA. ALT. B, C, D & E - Strong history of use, accesses fishing and day use area with FS toilet already at location.				
2328	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2329	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Dispersed camping perimeter at Twin Parks. Outside IRA. ALT. B, C & E - Inside hatched area, Strong history of dispersed camping use; however resource damage is occurring but can be mitigated, appearance on travel map should be delayed until mitigation complete. ALT. D - Do not adopt.				
2330	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS 018 to meadow east of Trout Creek. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2331	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping along FS route 448 - Bill's Park. Inside IRA. ALT. B, C, D & E - Do not adopt. Inside IRA, outside hatched area, history of dispersed camping use, but resource issues found with in wet areas.				
2332	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Map fix of alignment for FS road 448 Bill's Park (proposal 2258.7)				
2333	**Unauthorized or Existing Undesignated**				
	Dispersed camping off Paradise Road (104) ALT. B, C, D & E - **No Change** - already system road				
2334	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Perimeter of dispersed camping on Trout Creek hill. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2335	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping. Outside of IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2336	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping near gravel pit. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2337	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Perimeter of Ox Park dispersed camping. Outside IRA. ALT. B, C, D & E - Majority of route is within 150 feet of road and would be accessible without separate designation.				
2338	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping at Long Park reservoir. Outside IRA. ALT. B, C, D & E - Majority of route is within 150 feet of road and would be accessible without separate designation.				
2339	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Summit Park south side. Outside IRA. ALT. B, C, D & E - Inside hatched area, history of dispersed camping use, area is being managed for dispersed camping, need to place barrier to identify end of route.				
2340	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Outside hatched area, history of dispersed camping, but resource damage is occurring, rocky and rutted.				
2341	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off Paradise Road (104). Inside IRA. ALT. B, C, D & E - Do not adopt. Outside hatched area, close enough to designated road for camping within 150 feet without further designation.				
2342	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Ice Cave Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2343	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Ice Cave Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2344	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Ice Cave Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2345	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Paradise Road 104. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2346	**Unauthorized or Existing Undesignated**				
	Dispersed camping loop at Julius Park. Outside IRA. ALT. B, C, D & E - **No Change** - already system road.				
2347	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**D2_DisperseDispersed camping**
	Dispersed camping off Johnson Bench road. Outside IRA. ALT. B, C, D & E - Outside hatched area, however strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2348	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Johnson Bench road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2349	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping by Whiterocks Cave bridge. Inside IRA. ALT. B, C, D & E - Do not adopt. Inside hatched area, but close to stream and not appropriate for dispersed camping. Area managed for foot travel and parking for white rocks cave.				
2350	**Unauthorized or Existing Undesignated**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Dispersed camping by Snowtel site. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2351	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping. Inside IRA. ALT. B, C, D & E - Do not adopt. Majority of route is within 150 feet of road and would be accessible without separate designation.				
2352	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping. Inside IRA. ALT. B, C, D & E - Do not adopt. Route is within 1/4 mile of developed campground and not allowed for dispersed camping.				
2353	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping. Inside IRA. ALT. B, C, D & E - Do not adopt. Route is within 1/4 mile of developed campground and not allowed for dispersed camping.				

2354	**Unauthorized or Existing Undesignated**	**4WD Mixed Road**	**4WD Mixed Road**	**4WD Mixed Road**	**4WD Mixed Road**
	Dispersed camping off Chepeta Rd (110). Outside IRA. ALT. B, C, D & E - Outside hatched area, but heavily used historically for dispersed camping. Street legal vehicle only designation only.				
2355	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off Chepeta Rd (110). Inside IRA. ALT. B, C, D & E - Do not adopt. Route is within 150 feet of road and would be accessible without separate designation.				
2356	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Tract off 048. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2357	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150" - resource damage concerns. Inside IRA. ALT. B, C, D & E - Do not adopt. Inside hatched area but resource damage occurring beyond 150 feet. Area within 150 feet is accessible without further designation.				
2358	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2359	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Range Study - heavy dispersed camping on both sides of track. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2360	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2361	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2362	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2363	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2364	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2365	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2366	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study - main route south branch. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2367	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' - aspen grove off 191. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, route to be designated would avoid resource damage occurring on existing route across meadow. Mitigation needed to prevent travel on meadow.				
2368	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2371. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of 2366 that would be designated - accessible without further designation.				
2369	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of 2366 that would be designated - accessible without further designation.				

2370	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2371. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of 2371 that would be designated - accessible without further designation.				
2371	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2372	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study - fragment of 2371. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of 2366 that would be designated - accessible without further designation.				
2373	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2371. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of 2371 that would be designated - accessible without further designation.				
2374	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2375	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2366. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of 2366 that would be designated - accessible without further designation.				
2376	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2366. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of 2366 that would be designated - accessible without further designation.				
2377	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2378	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of proposal 2377 that would be designated - accessible without further designation.				
2379	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2380	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Do not adopt. Route within 150' of proposal 2379 that would be designated - accessible without further designation.				
2381	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Do not adopt. Route is within 150' of proposal 2362 that would be designated - accessible without further designation.				
2382	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Dispersed camping adjacent to East Park road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2383	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping adjacent to Colton G.S. RD. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2384	**Unauthorized or Existing Undesignated**				
	Dispersed camping beyond 150', dispersed camping by Little Lake - Duplicate of proposal 2200				
2385	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping west of Little Lake. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2386	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping west of Little Lake. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2387	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping west of Little Lake by stock ponds. Inside IRA. ALT. B, C, D & E - Inside hatched area, history of dispersed camping use. Camping area south captured by proposal 2393.				
2388	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Big Lake. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2389	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Colton Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2390	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off Colton Rd. Inside IRA. ALT. B, C, D & E - Do not adopt. Majority of route is within 150 feet of road and would be accessible without separate designation.				
2391	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping near Iron Springs. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2392	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping near Bullionville. Inside IRA. ALT. B, C, D & E - Do not adopt. Inside hatched travel area, but steep slope and rutting is occurring.				
2393	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping west of Little Lake. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2394	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Dispersed camping west of Hwy 191 near Highline Trail. Outside IRA. ALT. B, C & E - Outside hatched area, but strong history of dispersed camping route, dispersed camping is considered an appropriate use. ALT. D - Outside hatched area.				

2395	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping west of Hwy 191 near Highline Trail. Outside IRA. ALT. B, C, D & E - Do not adopt. Outside hatched area, majority of route is within 150 feet of road and would be accessible without separate designation.				
2396	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping west of Hwy 191 near Highline Trail. Outside IRA. ALT. B, C, D & E - Do not adopt - route is already a designated road.				
2397	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping west of East Park reservoir. Outside IRA. ALT. B, C, D & E - Do not adopt. Outside hatched area, resource damage occurring, rutting and wet area.				
2398	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Dispersed camping west of East Park reservoir. Outside IRA. ALT. B, C & E - Outside hatched area, but strong history of dispersed camping route, dispersed camping is considered an appropriate use. ALT. D - outside hatched area, beyond 150'.				
2399	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping west of East Park reservoir. Outside IRA. ALT. B, C, D & E - Do not adopt. Outside hatched area, majority of route is within 150 feet of road and accessible without designation, area beyond 150' has resource concerns near stream.				
2400	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off East park road near turnoff to Iron Springs. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2401	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Red Cloud Loop (018) near East Park road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2402	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping off Red Cloud Loop near East Park road. Outside IRA. ALT. B, C, D & E - Do not adopt. Resource damage occurring in wet areas and rutting occurring. Area is already physically closed on ground due to damage that has occurred.				

2403	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Iron Springs. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2404	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Iron Springs west. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2405	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping Grizzly Ridge Meadow. Outside IRA. ALT. B, C, D & E - Do not adopt. Route is already designated FS road 047				
2406	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping Grizzly Ridge meadow. Outside IRA. ALT. B, C, D & E - Do not adopt. Majority of route is within 150 feet of road 048 and would be accessible without separate designation.				
2407	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping Bassett Springs. Inside IRA. ALT. B, C, D & E - Do not adopt. Majority of route is within 150 feet of road and would be accessible without separate designation.				
2408	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping gravel pit Bassett Springs. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2409	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area - on current ATV route. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2410	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area - lots of dispersed camping in area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2411	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2412	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2413	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2414	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line from FS Rd. 063 to Outlaw Trail - heavy dispersed camping use. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2415	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line from Hwy 191 to Outlaw Trail/Sheep Trail road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2416	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line off Outlaw Tail / Sheep Trail Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. May need mitigation				
2417	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping line single campsite. Outside IRA. ALT. B, C, D & E - Do not adopt. Majority of route is within 150 feet of road and would be accessible without separate designation.				
2418	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping below Kane Hollow. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2419	**Unauthorized or Existing Undesignated**				
	Dispersed camping below Round Park, borrow pit area. Outside IRA. Duplicate - See proposal 2193 and portion of proposal 2015				
2420	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Round Park. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2421	**Unauthorized or Existing Undesignated**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping north of Round Park road. Outside IRA. ALT. B, C, D & E - Do not adopt. Majority of route is within 150 feet of road and would be accessible without separate designation**.**				
2422	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping east of Big Lake. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2422	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Old road, connection route from Kane Hollow to FS420 (provides link to Round Park). Outside IRA. ALT. B, C, D & E - Inside hatched area, highly used as connection route, provides important link to keep ATV's off paved road.				
2423	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Old road, connection route from Kane Hollow to FS Rd. 063 (provides ATV connection to NE side of D2) - similar to proposal 2106 (not adopted) - Field review identified that resource concerns can be mitigated and appropriate to maintain. Outside of IRA. ALT. B, C & E - Inside hatched area, highly used as connection route, adjacent to intermittent stream, improvements necessary for mitigation of concern with wet areas. ALT. D - Inside hatched area; however, route is near wet area and mitigation would be required.				
2424	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Old road, connection route from Kane Hollow to FS 420, part of connection to Round Park/East Park proposals. Outside IRA. ALT. B, C, D & E - Inside hatched area, high used connection route, important connection to keep ATV's off paved FS Rd. 020.				
2425	**Unauthorized or Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**
	Connection from Kane Hollow to FS Rd. 249, keeps ATV's off paved FS Rd. 020. Already marked and signed with stop signs on ground. Outside IRA. ALT. B, C, D & E - Inside hatched area, provides connection to keep ATV's off paved FS RD 020, already marked on ground.				

2426	**Unauthorized or Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**
	Connection between FS 422 and FS 426, follows old dugway road. Outside IRA. ALT. B, C, D & E - Inside hatched area, provides connection from FS 422 to FS 426				
2427	**Unauthorized or Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Motorized trail OHV less than 50"**
	Route provides important connection from FS 063 to FS 078 (link to NE side of D2). ALT. B, C & E - Inside hatched area, provides important connection from FS 063 to FS 078 (link to NE side of D2), existing location is technical, and reroute recommended for long-run sustainability. ALT. D - Inside hatched area, but some resource concerns requiring mitigation - sections steep/slopes.				
2428	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Do Not Adopt**	**Motorized Trail OHV less than 50"**
	Route to Grizzly Ridge overlook, very highly used route, portion on old road, good route. Inside IRA. ALT. B, C & E - Inside hatched area, destination ride to provide scenic view, strong history of use and popular route.				
2429	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area - lots of dispersed camping in area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2450	**Unauthorized or Existing Undesignated**	**Administratively Closed**	**Do Not Adopt**	**Administratively Closed**	**Administratively Closed**
	4WD mixed road / Administratively closed - this road is not being used, vegetation is growing in tracks. Traffic uses route to west instead. ALT. B, D & E - this road is not being used. Traffic uses route to west instead. ALT. C - keep road open for 4WD and OHVs.				
2451	**Unauthorized or Existing Undesignated**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	This route is not being used, is hard to find on the ground and is in wet meadow and stream. ALT. B, C, D & E - All, as listed above.				
2452	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized or existing undesignated / 4WD mixed road - This road is used by the Boy Scouts for the High Uinta Camp. Support vehicles drive supplies along the route. Road does need some maintenance. ALT. B, C & E - this road is used by the Boy Scouts for the High Uinta Camp. Support vehicles drive supplies along the route. Road does need some maintenance. ALT. D - Open the road to only the scouts through a special use permit, otherwise keep closed to public.				
2453	**Unauthorized or Existing Undesignated**	**Fix**	**Fix**	**Fix**	**Fix**
	This road does not exist on the ground and needs to be removed from map.				

2454	**Unauthorized or Existing Undesignated**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	This route is at start of nonmotorized trail and is not being used well. Resource damage is occurring and substantial pioneering of new routes is occurring along the trail. ALT B, C, D, and E - All as outlined above.				
2455	**Unauthorized or Existing Undesignated**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	This reflects actual use. Road is currently gated closed.				
2456	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Nonmotorized Trail**	**Motorized Trail OHV less than 50"**
	Unauthorized or Existing Undesignated / Motorized trail OHV less than 50" - Route parallels Hwy 191 north of Red Springs and provides an important connection for OHVs, as OHV travel is not allowed on Hwy 191. May help provide future OHV connection between Vernal and Flaming Gorge recreation areas. ALT B, C, and E - As outlined above. Alt D - Increases road densities.				

D34 ROOSEVELT - DUCHESNE NORTH UNIT

	ALT. A No Action	ALT. D Preferred Alternative	ALT. C Increased motorized opportunity	ALT. D Non-motorized opportunity	ALT. E Blend of C and D
Prop #	**CURRENT CONDITION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**
3001	**Unauthorized**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Do Not Adopt**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Unauthorized route / Motorized trail open to all vehicles – Extension of existing route would provide scenic viewing and dispersed camping opportunities. 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. ALT. B, C & E - mitigate with seasonal closure Oct - June and re-engineering as outlined above. ALT. D - Do not adopt. Resource concerns with soils, alpine area, and other.				
3002	**Unauthorized**	**Do Not Adopt**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Do Not Adopt**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Unauthorized route/ Motorized trail open to all vehicles. ALT. B & D - Do not adopt difficult to mitigate alpine. ALT. C & E - comes off of proposal 3001 and would be hard to effectively close. Mitigate for wet w/seasonal closure Oct - Jun.				
3003	**Street Legal Vehicles Only**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Street legal vehicles only / Administratively closed - Route goes to a mine and private operation. ALTs B, C, D, and E - All as outlined above. Mining company will add and maintain gate and road beyond gate.				
3004	**Street Legal Vehicles Only**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Street legal vehicles only/ 4wd mix – There is NEPA that clearly restricts ATV traffic (dropped proposal 5/20/08). See proposal 3084.				
3005	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road FS road 144. Route would provide access from campground to 4WD mixed road #180 for ATVs. ALT. B, C, D & E - change from motorized trail open to all vehicles on proposed action.				

3006	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / Motorized trail open to all vehicles - See proposal 3061. Unauthorized route / Administratively closed, user conflict during hunting. ALT. B, C & E - used for dispersed camping and creates short loop, provides ATV access from dispersed camping area. Area is highly roaded and motorized. There should not be a large expectation from non-motorized hunters of no disturbance from vehicles in this area. ALT. D - Do not adopt – Unauthorized route, repetitive, increased road density, and runs through shallow, sensitive, or erosive soils.				
3007	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Administratively closed / 4WD mixed road - FS road #484 is administratively closed. Road is only 1/2 mile that has been extended by unauthorized route. Route would provide access area for prospecting. -- See proposal 3084. ALTs B, C, D, and E - Do not adopt. Unauthorized, short route, no compelling reason to adopt.				
3008	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – delete 4wd mix portion from tribal lands				
3009	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road /Street legal vehicles only (change status end in GIS) - See proposal 3013.				
3010	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	4WD mixed road / Street legal vehicles only. Remove 4WD mix from Tribal lands as not allowed under Tribal rules.				
3011	**Administratively Closed**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Closed**	**4WD mixed road - Seasonal Closure**
	Administratively closed / 4WD mixed road - Seasonal Closure - FS road 192 administratively closed mapped as closed to public open for 4WD mixed use. 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 (Sept-June). Mitigation - Seasonal closure of area with gate. Sign areas where spurs are forming in alpine zone. ALT. B, C & E - As outlined above with sign or gate to keep on road, monitor for effectiveness, and close if vehicles continue going off road. ALT D - Do not adopt. Resource concerns listed above.				
3012	**Administratively Closed**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Administratively closed / Motorized trail open to all vehicles - Route provides additional OHV opportunities on existing road. Concerns that initially closed route for sensitive species have been resolved. ALT. B, C & E - Reasons for previous closure have been resolved. ALT. D - Do not adopt. Opening increases road densities.				
3013	**New Construction and Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Motorized trail OHV less than 50"**
	New Construction / Motorized trail open to all vehicles to redirect ATV traffic off of tribal land; soil concern over steep area. Needs cut slopes. (Needs reality check for construction costs and possibility) connected w/3009. ALT. B, C & E - As outlined above. New construction.				

3014		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Remove off forest designation (check consistency with forest)				
3015		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Remove off forest designation (check consistency with forest)				
3016	**Street Legal Vehicles Only**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Street Legal Vehicles Only / 4WD mixed use. ALT. B & D - provides non-ATV dispersed camping opportunities. ALT. C & E - sign where necessary to keep on road.				
3017	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	Administratively closed / Administratively closed - Map fix correct map to show closed to public				
3018		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – add road number (275) to map				
3019		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – remove 4WD designation from tribal lands on road 270				
3020		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – Add road number FS road 270A				
3021	**Administratively Closed**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	FS Road 292 administratively closed - Map Fix (map as closed to public)				
3022	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Road 280 is administratively closed - Map Fix (map as closed to public)				
3023	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Administratively closed – In 2005, lots of blow down covered road. Change to maintenance level 1 if not used. ALT. B, C, D & E - No change - road is open and clear of debris, portions in burned area from the North Neola Fire. Road should remain system road.				
3024	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Administratively closed – In 2005, lots of blown down trees covered road. Change to maintenance level 1 if not used. ALT. B, C, D & E - No change - road is open and clear of debris, portions in burned area from the North Neola Fire. Road should remain system road.				

3025	**Administratively Closed**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Administratively Closed / 4WD mixed road - FS road 380 is administratively closed. Need to correct map as closed to public or change designation to 4WD mixed road to reflect current use. ALTs B, D, and E - Maintain administrative closure. ALT C - Show as 4WD mixed road allowing current use.				
3026		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – Add road number to map (385)				
3027	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	FS road 107 is administratively closed - Map fix - Map as closed to public				
3028	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	FS road 484 administratively closed - Map fix - Map as closed to public				
3029					
	Duplicate - See proposals 3004, 3010, and 3073				
3030		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Add road number to map (649)				
3031					
	Duplicate - See proposal 3011				
3032	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	Administratively closed road 428 - Map fix - Map as closed to public				
3033	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Road 170 administratively closed - Map fix - Map as closed to public				
3034	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Road 173 administratively closed - Map fix - Map as closed to public				
3035		**Fix**	**Fix**	**Fix**	**Fix**
	FS road 180 - Map fix - Add road number				

3036		**Fix**	**Fix**	**Fix**	**Fix**
	FS road 412 - Map fix - Add road number				
3037	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Mixed-use road / Street legal vehicles only - FS road 227. User group conflicts between motorized and equestrian. Removal of OHV use would improve safety (mixed traffic on level 3 road), separation from wilderness area activities. ALT B & C - Do not adopt. Existing popular use and provides OHV opportunities on existing road. ALT. D & E - will reduce unauthorized routes off of road and conflicts between user groups. Separates wilderness trailhead from ATV use.				
3038		**Fix**	**Fix**	**Fix**	**Fix**
	Proposal to close road will not be carried forward as road is system route. Route is closed for OHV's, open for street legal vehicles. Map fix - needs to be included on travel map.				
3039	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road. Proposal would increase safety by rerouting OHVs off of system trail that is experiencing resource damage and failed bridge. Route would use existing system roads, provide reduction of maintenance requirements, and reduce concerns. ALTs B, C, D and E - All as outlined above.				
3040	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road. Proposal would increase safety by rerouting OHVs off of system trail that is experiencing resource damage and failed bridge. Route would use existing system roads, provide reduction of maintenance requirements, and reduce resource concerns. ALTs B, C, D and E - All as outlined above.				
3041	**4WD mixed road**				
	4WD mixed road / Administratively closed - Road has been closed for years and has been rehabilitated due to resource concerns. -- See proposal 3082.				
3042	**Street Legal Vehicles Only**				
	Street legal vehicles only / Street legal vehicles only - No change. See proposal 3082, duplicate of 3004, 3007, 3081				
3043	**Unauthorized**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Do Not Adopt**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Unauthorized route / Motorized trail open to all vehicles. Route provides scenic views, additional Forest access, and possible dispersed camping. See proposal 3043. Mitigation: Seasonal closure beyond gate to minimize damage when wet. (See proposals 3055, 3054, and 3011). ALT. B, C & E - 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 Oct - Jun 1. ALT. D - Do not adopt. Inside IRA, unauthorized route.				
3044	**Unauthorized**				
	Unauthorized route / Nonmotorized trail - No change				

3045	**Unauthorized**				
	Unauthorized route / Nonmotorized trail - No change				
3046	**Motorized trail OHV less than 50"**				
	See proposal 3074.1				
3047	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail OHV less than 50" - ALT B, C, D, and E - Do not adopt. Unauthorized route, no compelling rational to adopt.				
3048	**Mixed use road**				
	Map fix show road 227 to end at trailhead - Duplicate - See proposal 3037				
3049					
	Proposal was to show access on tribal lands - Response: access is shown correctly				
3050		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – Remove mixed use on tribal lands (Tribal rules do not permit ATV use)				
3051					
	Show access to tribal lands / Map shows street legal to tribal there is no compelling reason to have mixed use to tribal.				
3052	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - There is no legal access. Non-motorized groups use route. Conversion to motorized use does not fit with current management of area and type of use. ALT. B, C, D & E - Do not adopt as outlined above.				
3053	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50" - Seasonal Closure**	**Motorized trail OHV less than 50"**	**Administratively Closed**	**Motorized trail OHV less than 50" - Seasonal Closure**
	Motorized trail OHV less than 50" / Administratively closed - Proposal is to close to address motorized vs. nonmotorized hunter conflicts and address elk calving area. Also map fix Trail 127 to connect to self - See proposal 3058. ALT. B & E - Implement seasonal closure (Sept 30 to June 15) to address elk calving. ALT C. Do not adopt seasonal closure as used for motorized hunting access. ALT. D - Wildlife concerns - elk calving, hunter conflicts.				

3054	**4WD mixed road**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Closed**	**4WD mixed road - Seasonal Closure**
	4WD mixed road / 4WD mixed road - Seasonal Closure - See proposals 3043, 3054, 3011, 3055. Concerns with resource damage during wet season with illegal use off of road. ALT. B, C & E - 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 Oct - Jun 1. ALT. D - Administratively close road. Conflicts with motorized vs. nonmotorized groups, resource concerns as listed above.				
3055	**Unauthorized**				
	4WD mixed road / 4WD mixed road - Seasonal Closure - Duplicate - See proposal 3043				
3056	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
3057	**Street Legal Vehicles Only**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Street legal vehicles only / 4WD mixed road - See proposal 2185. ALT. B, C, D & E - road previously closed along this section with reseeding and reclamation efforts already in place. (Changed 2/4/09).				
3058	**Motorized trail OHV less than 50"**				
	Duplicate - See proposal 3053.				
3059	**Nonmotorized Trail**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Nonmotorized trail / 4WD mixed road – Route is currently non-motorized trail. ALT. B & D - Route would create user conflicts and does not address UDWR concerns for elk calving and hunter conflicts. ALT. C & E - Route is a two-track road that receives dispersed camping. **Mitigation:** May need additional engineering, installation of cattle crossing or gate.				
3060	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / Motorized trail open to all vehicles - Route is used for dispersed camping. ALT. B, C & E - Open for dispersed camping. ALT. D - Do not adopt. Route is beyond 150 feet from designated route.				
3061	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / Motorized trail open to all vehicles. Route is used for dispersed camping. See proposal 3006. ALT. B, C & E - used for dispersed camping, creates short loop, provides ATV access from dispersed camping area. ALT. D - Do not adopt. Route is repetitive, increased road density, soil resource concerns.				

3062	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / Motorized trail open to all vehicles. Route is used for dispersed camping and hunting vista. ALT. B, C & E - Route provides acceptable dispersed camping and hunting access. ALT. D - Do not adopt. Route is beyond 150 feet from existing designated route.				
3063	**Unauthorized or Administratively Closed**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route or administratively closed timber roads / Motorized trail open to all vehicles - Route is not appropriate at this time to allow motorized use, due to severity of fire. ALT. B, C, D & E - All, as listed above.				
3064	**Unauthorized**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - FS regulations restrict camping within 1/4 mile of developed campground. This would include lower portion of the road. ALT. B, D & E - Do not adopt – repetitive route, increased road density, loop, runs through shallow, sensitive, erosive soils (needs soils survey). ALT. C - Adopt portion that exists on ground, need to develop for dispersed camping.				
3065	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Access FS road 322 may not be open (see proposal 3024). ALT. B, C, D & E - is not compatible with other alternatives				
3066	**Mixed use road**				
	Duplicate or addressed by other proposal - See 3009 and 3013				
3067	**New Construction**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	New Construction or Unauthorized route / Motorized trail OHV less than 50" - Route connects FS road 135 and 197. Route may not be feasible due to resource impacts. The area was closed in the 1980's due to resource impacts. High soils and sedimentation concern. Conflict with motorized vs. nonmotorized user groups. ALT. B, C, D & E - All as outlined above.				
3068	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Non-motorize trail / Motorized trail OHV less than 50" - FS nonmotorized trail 300 is a designated pack trail. Motorized designation would create user group conflicts and parallels stream. ALT. B, C, D & E - Do not adopt as outlined above.				
3069	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - wrong number on map, needs to be 404. Show as gated administrative access only.				
3070	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - Route could provide access to dispersed camping. However, this road would not have a right of way across private property and not be legally used. ALT. B, C, D & E - Do not adopt as outlined above.				

3071	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / Motorized trail open to all vehicles - See proposal 3052. ALT. B, C, D & E - do not adopt, used by non-motorized groups. Does not fit with current type of use				
3072					
	No proposal				
3073					
	Duplicate - See proposals 3010 and 3029				
3074.1	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Motorized trail open to all vehicles - Route would provide additional access for larger size OHVs. ALT B, D, and E - Do not adopt. Concerns of ability of route to support larger vehicles. ALT. C - Dispersed camping at end and provides UHV opportunities.				
3074.2	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / 4WD mixed road - No change				
3074.3	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route does not exist on ground - Used proposal 3074.5 instead				
3074.4	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / 4WD mixed road - No change				
3074.5	**Administratively Closed**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Motorized trail OHV less than 50"**
	Administratively closed / Motorized trail OHV less than 50" - This road already exists and is engineered. It is presently difficult to tell where legal access ends. ALT. B, C & E - This route exists on ground and is well used. ALT D - Do not adopt, increases road densities in area, and provides nonmotorized trail opportunity.				
3074.6	**Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Motorized trail OHV less than 50"**
	Unauthorized route / Motorized trail OHV less than 50" - This trail already exists and it is difficult to tell where existing legal motorized access ends. ALT. B, C & E - This route exists on ground and is well used. ALT. D - Do not adopt. Increases road densities, provides nonmotorized recreation opportunities. MITIGATION: Will needs signs to show where open road stops.				
3075	**4WD mixed road**				
	Proposal was to allow ATV use on this route - No change. 4WD mixed road designation already allows ATV use.				

3076					
	No proposal				
3077	**Nonmotorized Trail**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Non-motorized trail / Motorized trail open to all vehicles - Proposal would create large ATV loop. Not compatible with ROS. Signal track that would require additional engineering, critical winter range, wildlife habitat concerns, and sensitive soils. See proposals 2116, 2297. ALTs B, C, D, and E - Do not adopt as outlined above.				
3078					
	No change				
3079	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route would provide access to fishing and camping. Compatible with ROS and outside of IRA. ALT. B, C & E - Route provides access to fishing and camping. ALT. D - Do not adopt. Increases road density.				
3080					
	Duplicate or addressed by other proposals - See proposal 3077, 2116, and 2297				
3081					
	Street legal vehicles only / 4WD mix - Duplicate or addressed by other proposals - See proposals 3004 and 3007.				
3082	**Street Legal Vehicles Only**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Closed**	**4WD mixed road - Seasonal Closure**
	Street legal vehicles only / Administratively Closed - FS road 225. Proposal is to administratively close at narrow spot in road with gate. Road is receiving resource damage in alpine areas, including braiding and rutting. Mitigation costs would be high. ALT. B, C & E - Maintain designation with MITIGATION: Seasonal closure Oct - June. This will keep the shallow soils from being rutted during wet season. ALT. D - Administratively close - as outlined above. Road was closed for several years and opened with the condition that it could be closed again if damage occurred.				
3083	**Administratively Closed**				
	See proposal 3057. This road is actually open as a 4WD mixed road.				
3084					
	Duplicate or addressed by other proposal - See 3004, 3082, and 3007.				

3085					
	No Proposal				
DISPERSED CAMPING					
3086	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is approx 860 ft and outside of IRA. ALT. B, C & E - Strong historical use, outside of IRA. ALT. D - Do not adopt. Route is greater than 300 feet.				
3087	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route is greater than 300 feet and in IRA. ALT. B & C - accesses multiple camp areas greater than 300, in IRA. ALT. D & E - Do not adopt. Accesses multiple camp areas, but is too far from main road and in IRA.				
3088	**Dispersed Camping**				
	This route is the same as and an extension of 3230. See proposal 3230 as it ends at the correct area.				
3089	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is greater than 300 feet and outside of IRA provides access to popular area. ALT. B, C & E - Strong historical dispersed camping use. ALT. D - Do not adopt. Route is greater than 300 feet.				
3090	**Dispersed Camping**	**Do not adopt**	**Do not adopt**	**Do not adopt**	**Do not adopt**
	No actual route on ground. ALT B, C, D, and E - Do not adopt.				
3091	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in aspen stand. ALT. B, C, D & E - Outside of IRA. Route is less than 150 feet from designated route.				
3092	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in aspen and grass area. ALT. B, C, D & E - Route is less than 150 feet from designated route.				
3093	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated route.				

3094	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in lodgepole and aspen area. ALT. B, C, D & E - Route is less than 150 feet from road.				
3095	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Two dispersed sites approximately 300 feet from road. In IRA. Hells Canyon # 19, 20. ALT. B, C & E - Route is approximately 300 feet from designated road. ALT. D - Do not adopt in IRA and greater than 150 feet.				
3096	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in lodgepole and aspen area. ALT. B, C, D & E - Route is less than 150 feet from road.				
3097	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Two dispersed sites less than 300 feet from road. Inside IRA. Hells Canyon ALT. B, C & E - Route is less than 300 feet from designated route in area of historical dispersed camping. ALT. D - Do not adopt. Route is in IRA and greater than 150 feet.				
3098	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated route.				
3099	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated road.				
3100	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated road.				
3101	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated road.				
3102	**Dispersed Camping**				
	No Change - Information not available.				

3103	**Dispersed Camping**				
	No Change - Information not available.				
3104	**Dispersed Camping**				
	No Change - Information not available.				
3105	**Dispersed Camping**				
	No Proposal				
3106	**Dispersed Camping**				
	No Change - Information not available				
3107	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do not adopt**
	Small site in aspen and sage. Route is long, greater than 900 feet. Inside IRA. ALT. B & C - Strong history of dispersed camping and well used. Closure would be difficult to enforce and dispersed camping is considered an appropriate use. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside IRA.				
3108	**Dispersed Camping**				
	Large site in aspen, and lodgepole. Route is approximately 460 feet. Duplicate -- See Proposal 3074.6				
3109	**Dispersed Camping**	**Do not adopt**	**Do not adopt**	**Do Not Adopt**	**Do not adopt**
	Do not adopt - Route is too long, other concerns - Duplicate or addressed in other proposal - See proposal 3396				
3110	**Dispersed Camping**	**Do not adopt**	**Do not adopt**	**Do Not Adopt**	**Do not adopt**
	Do not adopt - Route is too long.				
3111	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do not adopt**
	Site in sagebrush and aspen. In IRA well used and multiple routes in area need to post to restrict traffic in area. ALT. B & C - Strong history of dispersed camping, well used route, closure would be difficult to enforce. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside IRA.				
3112	**Dispersed Camping**	**Do not adopt**	**Do not adopt**	**Do Not Adopt**	**Do not adopt**
	Do not adopt - Line is misdrawn. See proposal 3388				

3113	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Meadow area with available sites for over 6 trailers. Route is less than 300 feet. ALT. B, C & E - Route is within 300 feet of designated route with strong history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet and inside IRA.				
3114	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Open meadow suitable for 3-4 trailers. Route is less than 300 feet. ALT. B, C & E - Route is less than 300 feet from designated road in area of strong dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet and inside IRA.				
3115	**Dispersed Camping**	**Do not adopt**	**Do not adopt**	**Do Not Adopt**	**Do not adopt**
	Small, rocky and flat, trailers not recommended. Not connected to any purpose or existing route. Route is greater than 350 feet. ALT. B, C, D & E - Do not adopt. Route is greater than 350 feet and in an area where trailers not recommended, sites not available for dispersed camping.				
3116	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Rock and grass flat area would allow 3-4 trailers. Route is less than 300 feet from designated route. ALT. B, C & E - Route is less than 300 feet from a designated route in an area of historical dispersed camping use. ALT. D - Do not adopt. Route is inside IRA, greater than 150 feet.				
3117	**Dispersed Camping**	**Do not adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do not adopt**
	Grassy aspen stand would allow for 3-4 trailers. Route is over 2000 feet and relies on proposal 3127. ALT. B, D & E - Do not adopt -- too far from designated route. In IRA. ALT. C - Existing use, multiple dispersed camping opportunities.				
3118					
	Route is not on ground or does not provide dispersed camping opportunities.				
3119					
	Route is not on ground or does not provide dispersed camping opportunities.				
3120					
	Route is not on ground or does not provide dispersed camping opportunities.				
3121					
	Route is not on ground or does not provide dispersed camping opportunities.				

3122	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Large meadow near stream and pond, very large site. ALT. B, C & E - Outside of IRA, less than 300 feet from designated route. ALT. D - Do not adopt. Route is greater than 150 feet.				
3123	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Large meadow near stream and pond, very large site. ALT. B, C & E - Outside of IRA, less than 300 feet from designated route. ALT. D - Do not adopt. Route is greater than 150 feet.				
3124	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Sandy site surrounded by ponderosa pine. Route is greater than 500 feet. Strong historical use. Route is greater than 300 feet. ALT. B, C & E - Route has strong historical use, popular site, not in IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3125	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Small rocky track that circles back to main road. Site is sandy and small. Segment from main road to site is greater than 75 meters. ALT. B, C & E - Outside of IRA, less than 300 feet from designated route. ALT. D - Do not adopt. Route is greater 150 feet.				
3126.1	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Accesses small rocky site surrounded by ponderosa pine. Route is greater than 800 feet. ALT. B, D & E - Do not adopt. Route is greater than 300 feet and in IRA. ALT. C - Provides loop dispersed camping opportunity.				
3126.2	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Accesses small rocky site surrounded by ponderosa pine. Route is greater than 800 feet to end of route. ALT. B, C & D - Do not adopt. Route is greater than 300 feet from designated route, inside IRA. ALT. E - Keep first two sites that are within 300 feet of designated route.				
3127.1	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Grassy aspen stand allowing 3-4 trailers. Route is greater than 2000 feet. Provides access to power lines. Range permittees access. Last 450 feet is within IRA. ALT. B, D & E - Do not adopt. Route is greater than 300 feet and partially in IRA. ALT. C - keep entire loop route, strong history of dispersed camping.				
3127.2	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Grassy aspen stand allowing 3-4 trailers. Route is greater than 2000 feet. Provides access to power lines. Range permittees access. Last 450 feet is within IRA. ALT. B, D & E - Do not adopt. Route is greater than 300 feet and partially in IRA. ALT. C - Keep entire loop route, strong history of dispersed camping use.				
3128					
	No Proposal				

3129	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Portion of currently open road. No need to adopt				
3130	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Route is less than 300 feet from designated road. Outside IRA. ALT. B, C & E - Route is less than 300 feet with history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3131	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Grassy aspen stand allowing for 3-4 trailers. Route is greater than 1100 feet. Access to power lines. Difficult to stop traffic. Range permittees access. Comes off of end of proposal 3117. Very long route. ALT. B, D & E - Do not adopt. Route is greater than 300 feet and in IRA. ALT. C - Keep entire loop route. Strong history of dispersed camping use.				
3132	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Grass and aspen stand allowing 3-4 trailers. Route is greater than 1600 feet. Access to power lines. Difficult to stop traffic. Range permittees access. Comes off of end of proposal 3117. Very long route. ALT. B, D & E - Do not adopt. Route is greater than 300 feet and in IRA. ALT. C - Keep entire loop route. Strong history of dispersed camping.				
3133	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Small rocky site in aspen. Outside of IRA. Route is greater than 500 feet. ALT. B, C & E - Outside of IRA. Keep entire loop route. Strong history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 300 feet.				
3134	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Small rocky site in aspen. Outside of IRA. Route is greater than 650 feet. Relies on proposal 3133. ALT. B, C & E - Outside of IRA. Keep entire loop route. History of dispersed camping. ALT. D - Do not adopt. Route is greater than 150 feet.				
3135	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Small rocky site in aspen. Outside of IRA. Route is greater than 1000 feet. Relies on proposals 3133 and 3134. ALT. B, C & E - Outside of IRA, Keep entire loop route, strong history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet from a designated route.				
3136.1	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Aspen and grass site allowing 1-2 trailers. Historical hunting camp area allowing 3 trailers. Route is less than 300 feet. ALT. B, C & E - Historical use, outside of IRA, less than 300 feet from designated route. ALT. D - Do not adopt. Route is greater than 150 feet.				

3136.2	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	First site is small site in sage with a few aspen. Route is approximately 300 feet to site. Second site is small site in sage with a few aspen. Entire length is 625 feet. Inside IRA. ALT. B, C & D - Do not adopt. Route is greater than 300 feet. ALT. E - Keep first site. Approximately 300 feet from designated route.				
3137	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Aspen and grass site allowing 1-2 trailers. Historical hunting camp area allowing 3 trailers. Route is less than 300 feet. ALT. B, C & E - Historical use, outside of IRA, route is less than 300 feet from designated route. ALT. D - Do not adopt. Route is greater than 150 feet.				
3138					
	No Proposal				
3139					
	No Proposal				
3140	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Old logging road, small site within lodge pole area that allows 1-2 trailers. Route is greater than 600 feet, outside IRA. ALT. B, C & E - Outside of IRA, strong history of dispersed camping. ALT. D - Do not adopt. Route is greater than 150 feet from designated route.				
3141	**Dispersed Camping**				
	Old hunting site, Flea Flat area. Duplicate - See proposal 3006.				
3142	**Dispersed Camping**				
	Duplicate or addressed in other proposal - See proposals 3141 and 3006.				
3143					
	No Proposal				
3144.1	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Five sites along these routes. Outside of IRA. This route covers both sides of the road; each side is within 3000 feet. ALT. B, C & E - Five sites along these routes. Outside of IRA. Within 300 feet of designated route. ALT. D - Do not adopt. Route is greater than 150 feet.				
3144.2	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Dispersed camping less than 150 feet**	**Do Not Adopt**
	Five sites along these routes. Outside of IRA. This route covers both sides of the road each side is within 300 feet. ALT. B, C & E - Routes are shown in proposal 3144.2 ALT. D - adopt sites within 150 feet.				

3145					
	No Proposal				
3146					
	No actual site on ground.				
3147.1	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Spot on ridge by lookout. Route is greater than 5300 feet. Outside of IRA. This is a portion of proposal 3059, which is adopted in ALTs C and E as 4WD mixed road. Adopt portion of this proposal that does not overlap proposal 3059. ALT. B, C & E - Outside of IRA, heavy historical use. ALT. D - Do not adopt. Route is greater than 150 feet, creates loop routes and is redundant.				
3147.2	**Dispersed Camping**				
	Duplicate - See proposal 2059				
3148	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Extension of proposal 3147 - open area in pine. ALT. B, C & E - Outside of IRA - extension of 3147. ALT. D - Do not adopt. Route is greater than 150 feet.				
3149	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Open area in pine approximately 300 feet from road. Outside of IRA. ALT. B, C & E - open area in pine approximately 300 feet from designated road. Not in IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3150	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Open area in pine approximately 1000 feet from designated road. Outside of IRA. Road is well traveled and looks like open route. Extension of proposal 3150. ALT. B, C & E - Strong historical dispersed camping use. Outside of IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3151	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Open area in pine greater than 1000 feet from road. Outside of IRA. Road is well traveled and looks like open route. Route is extension of proposals 3150, and 3151. ALT. B, C & E - Strong history of dispersed camping. Outside IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3152	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Site located on rock outcropping. Road is well traveled and looks like a designated route. ALT. B, C & E - Strong history of dispersed camping. Outside of IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3153	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Small site in pine area. Part of same route as proposals 3149 - 3154. ALT. B, C & E - Strong history of dispersed camping use. Outside IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				

3154	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Street Legal Vehicles Only**
	End of proposed dispersed camping route of proposals 3149 - 3154. Route ends at hiking trail. No access beyond rock pit for ATVs. ALT. B, C & E - Strong history of dispersed camping use. Outside of IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3155	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Large site surrounded by pine view of mill park. In IRA. Route is greater than 1700 feet. ALT. B, D & E - Do not adopt route is greater than 1700 feet and within IRA, also accesses additional unauthorized routes beyond. ALT. C - Large site surrounded by pine with view of Mill Park.				
3156	**Dispersed Camping**				
	Duplicate or addressed in other proposal - See proposal 3233.				
3157	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Grassy spot along canal in cottonwoods. Outside of IRA. Sites are approximately 300 feet of designated route. ALT. B, C & E - Outside of IRA with sites approximately 300 feet from designated road. ALT. D - Do not adopt. Route is greater than 150.				
3158	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Grass and sage area along river allowing for 1-2 trailers, outside of IRA, sites approximately 300 feet of designated route. ALT. B, C & E - Outside of IRA, sites are approximately 300 feet from designated route. ALT. D - Do not adopt. Route is greater than 150 feet.				
3159	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Aspen area along creek, outside of IRA. Route is greater than 1500 feet. Popular site. ALT. B, C & E - Outside of IRA, strong historical use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3160	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Small site in young aspen stand within 300 feet of designated road. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated road. ALT. D - Do not adopt. In IRA.				
3161	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Highly used dispersed camping area. Mitigation should be made with barrier rock and road base. Route is greater than 300 feet. ALT. B, C & E - Strong historical use. **Mitigation:** install barrier rock and road base. ALT D - Do not adopt. Route is greater than 150 feet, inside IRA.				
3162	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. Mitigation should be made with barrier rock and road base. ALT. B, C & E - Strong history of dispersed camping use. MITIGATION: Install barrier rock and road base. ALT. D - Do not adopt. Route is greater than 150 feet and inside IRA.				
3163	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Less than 150 feet from road. Inside of IRA. Strong history of use. ALT. B, C, D & E - Route is less than 150 feet.				

3164	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large portion of this route is on designated route, rest is well within 150 feet of road.				
3165	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. This area needs work with barrier rock and road base. ALT. B, C & E - Strong history of dispersed camping area. MITIGATION: Install barrier rock and road base. ALT. D - do not adopt. Route is greater than 150 feet, inside IRA.				
3166	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. This area needs work with barrier rock and road base. Fire pits in wet meadows. Depends on 3165. ALT. B, C & E - in IRA. ALT. D - Do not adopt. Route is greater than 300 feet, inside IRA.				
3167	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. This area needs work with barrier rock and road base. Fire pits in wet meadows. Proposal depends on proposals 3165 and 3166. ALT. B, C & E - Route is less than 300 feet from designated route, historical dispersed camping. **Mitigation:** Install barrier rock and road base. ALT. D - Do not adopt. Route is greater than 150 feet, inside IRA**.**				
3168	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route is close to Iron Mine developed campground. FS regulations do not permit dispersed camping within 1/4 mile of developed campground. ALTs B, C, D, and E - Do not adopt as outlined above.				
3169	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route is close to Iron Mine developed campground. FS regulations do not permit dispersed camping within 1/4 mile of developed campground. ALTs B, C, D, and E - Do not adopt as outlined above.				
3170	**Dispersed Camping**				
	Route dead-ends at fence. Small site with corral at end of designated route. Do not adopt - Already on existing open route.				
3171					
	No site on ground - Do not adopt.				
3172					
	No site on ground - Do not adopt.				
3173	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Log Hollow - small site in aspen and meadow on ridge top. Route is greater than 500 feet from designated route. Inside IRA. ALT. B & C - Strong history of dispersed camping use. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside IRA.				

3174					
	No Proposal				
3175					
	No site on ground - Do not adopt. See proposal 3195				
3176					
	This is not a proposal for dispersed camping, but a proposal to close an unauthorized route.				
3177	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site in sage and aspen meadow allowing for over 6 trailers. Route is less than 150 feet. Inside IRA. ALT. B, C & E - Route is less than 150 feet.				
3178	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**dispersed camping**	**Dispersed camping less than 150 feet**
	Small sites, not heavily used. Route is less than 150 feet. Outside of IRA. ALTs B, C, D, and E - Dispersed camping less than 150 feet.				
3179	**Dispersed Camping**				
	This is already a designated route.				
3180	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Aspen stand on ridge 300 feet from designated route. Outside IRA. ALT. B, C & E - Outside of IRA, sites are approximately 300 feet from designated route. ALT. D - Do not adopt. Route is over 150 feet.				
3181					
	No Proposal				
3182	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Large aspen meadow, approximately 300 feet from designated route. Inside of IRA. ALT. B, C, D & E - Do not adopt. Inside IRA and greater than 150 feet from designated route.				
3183					
	No Proposal				
3184	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Large aspen meadow, greater than 300 feet from designated route. Outside of IRA. ALT. B, C, D & E - Do not adopt. Over 150 feet from designated route, resource concerns.				

3185	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Large aspen meadow, greater than 300 feet from designated route. Inside of IRA. ALT. B, C, D & E - Do not adopt. Route is inside of IRA and greater than 150 feet from designated route.				
3186					
	No Proposal				
3187					
	No Proposal				
3188	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route travels both inside and outside of IRA. Four locations from Bear Wallow. Possible old logging road. Furthest site is approximately 1200 feet from designated route. Closest site is within 300 feet. ALT. B, C & E - Route has strong historical use, difficult to stop at 300 feet. Keep entire route. ALT. D - Do not adopt. Route is greater than 150 feet, inside IRA.				
3189	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated route in aspen stand near dam.				
3190	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Aspen, grass and pine are allowing for 3-4 trailers. Outside of IRA, within 300 feet of designated road. ALT. B, C & E - Not in IRA, within 300 feet of designated road. ALT. D - Do not adopt. Route is greater than 150 feet, inside IRA.				
3191					
	See proposal 3190				
3192					
	Site does not exist on ground - Do not adopt.				
3193	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull out off of main road allowing for 1-2 trailers. Route is within 150 feet of road.				
3194	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Large site in pine, grass, and meadow approximately 200 feet from road. Inside IRA. ALT. B, C & E - Large site within 300 feet from road. ALT. D - Do not adopt. Inside of IRA.				

3195	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Small site in aspen and lodge pole. Inside IRA. ALT. B, C & E - Within 300 feet of designated road. ALT. D - Do not adopt. Inside of IRA.				
3196	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Aspen and sage area located on hillside. Route is inside of IRA and greater than 1300 feet. ALT. B & C - Strong historical use. ALT. D & E - Do not adopt in IRA, too far from road.				
3197	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Meadow with aspen and sage. Location would allow 4-5 trailers. Inside of IRA, approximately 400 feet from designated road. ALT. B, C & E - Strong history of dispersed camping use. Allow for multiple trailers. ALT. D - Do not adopt. Inside IRA.				
3198	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Grass, sage, pine, and aspen area allowing for 3-4 trailers. Inside of IRA. Route is less than 300 feet from designated road. ALT. B, C & E - Historical use within 300 feet of designated road. ALT. D - Do not adopt. Route is greater than 150 feet and inside IRA.				
3199	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Grassy rock and pine area. Inside of IRA. Two dispersed camping sites. Route is approximately 900 feet. ALT. B & C - Historical use. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside of IRA.				
3200	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Old logging road that is heavily used illegally by ATVs.				
3201	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3202	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3203					
	Duplicate or addressed by other proposal - See proposal 3190				

3204	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3205	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3206	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route has a strong history of traditional dispersed camping use. Route is approximately 540 feet from main road. Outside IRA. ALT B and C - Traditional and strong history of dispersed camping use. ALT D & E - Route is greater than 300 feet from designated road.				
3207	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3208	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3209	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is a small pull off of designated road within 150 feet.				
3210	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is a small pull off of designated road within 150 feet.				
3211	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is a small pull off of designated road within 150 feet.				
3212	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is a small pull off of designated road within 150 feet.				

3213	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Well used loop route, outside of IRA. Route is greater approximately 1450 feet. ALT. B & C - Well used site with history of traditional dispersed camping use. ALT. D & E - Do not adopt. Route is approximately greater than 300 feet.				
3214	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Four sites adjacent to and parallel with designated road. Route is within 150 feet of designated road.				
3215	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Small meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do not adopt. Resource concerns.				
3216	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do not adopt. Resource concerns.				
3217	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do not adopt. Resource concerns.				
3218	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do not adopt. Resource concerns.				
3219	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do not adopt. Resource concerns.				
3220	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**4WD mixed road**
	Secluded spot in rock outcropping. First 300 feet are not in IRA. ALT. B & C - provides access to secluded area for dispersed camping. ALT. D - do not adopt. Most of the route is in IRA and too long. ALT. E - Block road at 300 feet. This would limit vehicles to within 300 feet of designated road (current legal use).				
3221	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is less than 300 feet in aspen and fir allowing for 1-2 trailers. Outside IRA. ALT. B, C & E - Route is under 300 feet and has traditional disperse camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3222	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Aspen, sage, and pine area with multiple sites. Inside IRA. ALT. B & C - Multiple sites room for small groups. ALT. D & E - Do not adopt. Inside of IRA and greater than 150 feet.				

3223	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is less than 150 feet. Aspen area allowing for 3-4 trailers.				
3224	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Open area with strong possibility for illegal off-road OHV use. Trailers not recommended. ALT. B, C, D & E - Do not adopt as outlined above.				
3225	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route has multiple locations allowing for greater than 6 trailers. Loop is approximately 1650 feet. ALT. B, C & E - Route provides a loop for greater pulling ease ad trailer maneuverability. Room for small groups. MITIGATION: Close one portion of the loop to limit traffic. ALT. D - Do not adopt. Inside of IRA and greater than 150 feet.				
3226	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pullout off main road with capacity for 1-2 trailers. Within 150 feet of road.				
3227	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route is less than 300 feet from main route and provides for up to 4 trailers. ALT. B & C - Historical use and room for multiple trailers. ALT. D & E - Do not adopt. Route is greater than 150 feet.				
3228	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route comes off of proposal 3227 and offers multiple sites. Outside of IRA. Route is greater than 400 feet. ALT. B & C - When combined with proposal 3227, there is room for small or medium groups. ALT. D & E - Do not adopt. Route is greater than 300 feet, and it is not possible to effectively block road at 300 feet.				
3229	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Long route (greater than 1300 feet) accesses one level site. Inside of IRA. ALT. B, D & E - Do not adopt in IRA and greater than 300 feet. ALT. C - Provides access to secluded, level area for dispersed camping.				
3230	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Multiple sites along a greater than 1100 foot route. Outside of IRA. ALT. B & C - Route gives access to multiple sites not in IRA. ALT. D & E - Do not adopt. Route is greater than 150 feet.				
3231	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route is less than 300 feet from main route. Inside IRA. ALT. B, C & E - Provides dispersed camping within existing legal boundary off of main routes. ALT. D - Do not adopt. Inside IRA and greater than 150 feet.				

3232	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is approximately 300 feet. Outside of IRA. ALT. B, C & E - Route is within 300 feet and outside of IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3233	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route depends on access from proposal 3155, which was not carried forward in ALTs B, D, or E. Inside of IRA. ALTs B, D & E - Do not adopt. Route is greater than 300 feet and dependant on another proposal not carried forward in these alternatives. Inside IRA. ALT C - Connects to proposal 3155 which was carried forward in this alternative.				
3234	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route connects to proposal 3148, which connects to proposal 1347. This joins motorized routes which receive heavy motorized use and dispersed camping. Outside of IRA. ALT. B, C & E - Outside of IRA, connects to proposal 3148 to create extended loop route with multiple sites. ALT. D - Do not adopt. Redundant and increases road densities.				
3235	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route branches off proposal 3144. Outside of IRA. Proposal adds an additional 650 feet when combined with proposal 3144. Route would allow for 2-3 trailers. ALTs B and C - Connects with other routes to provide multiple dispersed camping areas. ALT. D & E - Do not adopt. Road ends at IRA and could give unintentional access into the roadless area. Also, greater than 300 feet from designated route.				
3236	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route is approximately 800 feet from designated route and provides multiple dispersed camping sites. ALT. B & C - route provides multiple sites along route. ALT. D & E - Do not adopt. Route is greater than 300 feet.				
3237	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is a branch off of proposal 3236 and adds an approximate 264 feet for dispersed camping. ALT. B, C & E - Route provides multiple sites along route and is within 300 feet of designated road. ALT. D - Do not adopt. Route is greater than 150 feet.				
3238	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is less than 150 feet from main road. Route provides for 1-2 trailers in aspen and grass area.				
3239	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off from main road and less than 150 feet. Outside of IRA.				
3240	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off from main road and less than 150 feet. Outside of IRA.				

3241	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in aspen and grass area allowing for 2-3 trailers. Route is less than 150 feet. Outside of IRA.				
3242	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in aspen and grass area allowing for 2-3 trailers. Route is less than 150 feet. Outside of IRA.				
3243	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Rough road and not appropriate for trailers or larger vehicles. Inside IRA. ALT. B, C, D & E - Do not adopt, rough road, trailers not recommended.				
3244	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Short route within 300 feet of designated road. Outside of IRA. ALT. B, C & E - Outside of IRA and within 300 feet of designated road. ALT. D - Do not adopt. Route is greater than 150 feet.				
3245	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is less than 300 feet from main road and allow for 3-4 trailers. Outside of IRA. ALT. B, C & E - Within 300 feet of designated road (existing legal use). Outside of IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3246	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route would allow for 6 or more trailers in an open area. Outside of IRA and within 300 feet of designated route. ALT. B, C & E - Multiple sites with small group camping opportunity. ALT. D - Do not adopt. Route is greater than 150 feet.				
3247	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off from main road and less than 150 feet. Outside of IRA.				
3248	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Small site with strong dispersed camping historical use. Route is not in IRA and greater than 300 feet. ALT. B and C - Historical dispersed camping use. ALT. D & E - Do not adopt. Route is greater than 300 feet.				
3249	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route is highly used as a hunting camp, approximately 500 feet. ALT B & C - Strong history of dispersed camping use. ALT D & E - Do not adopt. Route is greater than 300 feet.				
3250	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Multiple dispersed camping sites along FSR 289 less than 150 feet from designated route.				

3251					
	Route is already open for dispersed camping use				
3252	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site along main road is within 150 feet.				
3253	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Multiple sites allowing for 6 or more trailers, within 150 feet of designated route.				
3254	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in aspen and sage area within 150 feet of designated route.				
3255	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site along main road is within 150 feet.				
3256	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is less than 300 feet from designated road and has history of dispersed camping. Outside IRA. ALT. B, C & E - Route is within 300 feet of road, outside IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3257	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route is outside of IRA and greater than 400 feet. Strong historical dispersed camping use. ALT. B and C - Strong historical use, outside of IRA. ALT. D & E - Do not adopt. Route is greater than 300 feet.				
3258	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is in aspen area near dam within 300 feet of main road. Outside IRA. ALT. B, C & E - Route is within 300 feet of main road, outside IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3259	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site within 150 feet of designated route. Outside IRA.				

3260	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3261	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3262	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3263	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is in sage and aspen area allowing for over two trailers. Route is within 300 feet of main road and outside IRA. ALT. B, C & E - Route is within 300 feet of main road and outside IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3264	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in sage and aspen area allowing for 2 trailers. Outside IRA and within 150 feet of main road.				
3265	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in sage and aspen area. Outside IRA and within 150 feet of main road.				
3266	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in meadow on ridge and within 150 feet of designated road.				
3267	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping within 150 feet of designated route.				
3268	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route is in aspen and grass area within 300 feet of designated route. Outside of IRA. ALT. B, C & E - Route is within 300 feet of main road, outside IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				

3269	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site in aspen allowing for 4-5 trailers within 150 feet of designated route.				
3270	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off in aspen area within 150 feet of designated route.				
3271	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Large site allowing for 6 or more trailers. Route is within 300 feet of designated route. ALT. B, C & E - Route is within 300 feet of designated route, historical use. ALT. D - Do not adopt, route is IRA and greater than 150 feet.				
3272	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site allowing for 6 or more trailers within 150 feet of designated route.				
3273	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site allowing for 6 or more trailers within 150 feet of designated route.				
3274	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3275	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3276	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3277	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				

3278	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3279	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route is in large meadow area and within 300 feet of designated route. ALTs. B, C & E - Route is within 300 feet of designated route. ALT D. - Do not adopt. Route is greater than 150 feet, Inside IRA.				
3280	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Route is in large meadow area outside of IRA. Route is greater than 300 feet. ALTs B & C - Route is in area of strong historical dispersed camping. ALTs. D & E - Do not adopt. Route is greater than 300 feet.				
3281	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site allowing dispersed camping within 150 feet of designated route.				
3282	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route is long in area where resource concerns exist and trailers not recommended. Inside IRA. ALT. B, C, D & E - Do not adopt. Inside IRA, trailers not recommended.				
3283	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Small site in pines not recommended for trailers or larger vehicles. Inside IRA. ALT. B, C, D & E - Do not adopt. Inside IRA, trailers not recommended.				
3284	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pullout off of main road by river within 150 feet of designated route.				
3285	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small tent site by river within 150 feet of designated route.				
3286	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area within 150 feet of designated route				

3287	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in grassy open area within 150 feet of designated road.				
3288	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site near stream located within 150 feet of designated route.				
3289	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3290	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3291	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site allowing for 4-5 trailers. Route is within 150 feet of designated route.				
3292	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site allowing for 4-5 trailers. Route is within 150 feet of designated route.				
3293	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site allowing for 2-3 trailers. Route is within 150 feet of designated route.				
3294	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site in Jackson Hollow allowing for 2-3 trailers. Route is within 150 feet of designated route.				
3295	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and pine opening allowing for 5 or more trailers. Route is within 150 feet of designated route.				

3296	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and pine opening allowing for 3 or more trailers. Route is within 150 feet of designated route.				
3297	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and pine opening. Route is within 150 feet of designated route.				
3298	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**
	Dispersed camping along existing route to borrow pit allowing for 5 or more trailers. Route is within 300 feet of designated route. Inside IRA. ALT. B, C, D & E - Route is within 300 feet of designated route, existing administratively used route to borrow pit.				
3299	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Large dispersed camping site allowing for 3-4 trailers. Route is within 300 feet of designated route. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and strong history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3300	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in large open area in Water Hollow. Route is within 150 feet of designated route.				
3301	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Dispersed camping route allowing for 2 trailers. Route is within 300 feet of designated route. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and historically used for dispersed camping. ALT. D - Do not adopt. Route is greater than 150 feet.				
3302	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Dispersed camping route in sub alpine fir. Route is within 300 feet of designated route. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and strong history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3303	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Dispersed camping along Tub Ridge road. Route is approximately 300 feet from designated road. Inside IRA. ALT. B, C & E - Route is approximately 300 feet from designated road and strong history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				

3304	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Dispersed camping route that is within 300 feet of designated road. (Rough road) Inside IRA. ALT. B, C & E - Route is less than 300 feet from designated road with strong history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3305	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area allowing for 2-3 trailers. Route is within 150 feet of designated route.				
3306	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in open sage area allowing for 1-2 trailers. Route is within 150 feet of designated route.				
3307	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in open sage area allowing for 1-2 trailers. Route is within 150 feet of designated route.				
3308	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route in sage and douglas fir allowing for 4-5 trailers. Route is within 150 feet of designated route.				
3309	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in sage, aspen, and fir allowing for 4-5 trailers. Route is within 150 feet of designated route.				
3310	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in aspen and fir allowing for 5 or more trailers. Route is within 150 feet of designated route.				
3311	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route in aspen and fir area allowing for 5 or more trailers (Horse Ridge road). Route is within 150 feet of designated road.				
3312	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route in aspen and fir area allowing for 5 or more trailers (Horse Ridge road). Route is within 150 feet of designated road.				

3313	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route in aspen and fir area allowing for 5 or more trailers (Horse Ridge road). Route is within 150 feet of designated road.				
3314	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route in aspen and sage area allowing for 3-4 trailers (Horse Ridge road). Route is within 150 feet of designated road.				
3315	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Dispersed camping route that is an extension of Howard Spring road. Route is used heavily for hunting camp and overlook near Horse Ride road. Route is greater than 1600 feet. Inside IRA. ALT. B and C - Route has strong historical use for dispersed camping, in an area that will support such use. ALT. D & E - Do not adopt. Route is greater than 300 feet from designated road and inside IRA.				
3316	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route along Flat Ridge road allowing for 1-2 trailers. Route is within 150 feet of designated route.				
3317	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area along Flat Ridge road allowing for tent site in aspen. Route is within 150 feet of designated route.				
3318	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route in sage, grass, and sub alpine fir. Route is within 150 feet of designated route.				
3319	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Dispersed camping route in aspen and sub alpine fir. Sites have cement pads and toilet. Route is cherry stemmed out of IRA approximately 1800 feet. ALT. B, C & E - Existing route, strong historical dispersed camping use. Outside of IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3320	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping at cowboy camp. Route is within 150 feet of designated route.				

3321	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Dispersed camping route in large opening allowing for 10 or more trailers. Small group site. Route is less than 300 feet from designated road. Inside IRA. ALT. B, C & E - Route offers multiple dispersed camping opportunities within 3000 feet of designated road. ALT. D - Do not adopt. Route is greater than 150 feet.				
3322	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in douglas fir area allowing for 2 trailers. Route is within 150 feet of designated route.				
3323	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping small pull out from main road in sage area. Route is within 150 feet of designated route.				
3324	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Large dispersed camping site in sage and sub alpine fir. Route is within 300 feet of designated route. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route in area of strong historical dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3325	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Large dispersed camping site in sage and sub alpine fir. Strong history of dispersed camping use. ALT. B and C - Route is in area highly used for dispersed camping and sustainable for this type of use. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside IRA.				
3326	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and sub alpine fir. Route is within 150 feet of designated route.				
3327	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in douglas fir and sage. Route is within 150 feet of designated route.				
3328	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site at edge of sage flat and douglas fir. Route is within 150 feet of designated road.				

3329	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping route at head of Bumper Canyon. Route is within 150 feet of designated route.				
3330	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route is along well defined and used road with old structure at end. Route is greater than 2170 feet. Inside IRA. ALT. B & C - Route has strong history of historical use and along road that sustains such use. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside IRA.				
3331	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping with tent site. Route is within 150 feet of designated road.				
3332	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in douglas fir area with tent sites. Route is within 150 feet of designated route.				
3333	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site allowing for 2-4 trailers. Route is within 150 feet of designated route.				
3334	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site for dispersed camping within 150 feet of designated route.				
3335	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site for dispersed camping within 150 feet of designated route.				
3336	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site for dispersed camping within 150 feet of designated route.				
3337	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers near small stream. Route is within 150 feet of designated route.				

3338	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 1-2 trailers near small stream. Route is within 150 feet of designated route.				
3339	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers near small stream. Route is within 150 feet of designated route.				
3340	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3341	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in sage and grass area and allow for 1-2 trailers. Route is within 150 feet of designated route.				
3342	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small area that would allow for one trailer. Route is within 150 feet of designated route.				
3343	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3344	**dispersed camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route is in meadow, aspen and sage area. It would allow for 4-5 trailers. Route is greater than 300 feet. Inside IRA. ALT B & C - Multiple sites allowing for historical dispersed camping use. ALT. D & E - Do not adopt. Route is inside IRA and greater than 300 feet.				
3345	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3346	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in long meadow would allow for 3-4 trailers. Route is within 150 feet of designated route.				

3347	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in long meadow would allow for 6 or more trailers. Route is within 150 feet of designated route.				
3348	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in pine area within 150 feet of designated route.				
3349	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in pine area within 150 feet of designated route.				
3350	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site allowing for 1-2 trailers within 150 feet of designated route.				
3351	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in rock and pine area within 150 feet of designated route.				
3352	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in rock and pine area within 150 feet of designated route.				
3353	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in a little meadow by cliffs and would allow for 4 or more trailers. Route is within 150 feet of designated route.				
3354	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route is in a small patch of sub alpine fire. Route is greater than 300 feet and inside IRA. ALTs B & C - Strong history of dispersed camping and multiple sites. ALT. D & E - Do not adopt. Route is in IRA and greater than 300 feet.				
3355					
	No Proposal				

3356	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small tent site on route within 150 feet of designated route.				
3357	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Route is in open alpine area near old corral. Route is within 150 feet of designated route.				
3358	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small tent site located on route near ridge top. Route is within 150 feet of designated route.				
3359	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Route is in grassy, rocky area in a sub-alpine bowl within 150 feet of designated route.				
3360	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small rocky site located on route within 150 feet of designated route.				
3361	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Bare rocky site allowing 3-4 trailers within 150 feet of designated route.				
3362	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small grassy area on pull off within 150 feet of designated route.				
3363	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Grassy area from pull off that would allow 2-3 trailers. Route is within 150 feet of designated route.				
3364	Dispersed Camping	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Large open area (rough road for trailers) located within 150 feet of designated route.				

3365	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Large open area with history of dispersed camping use (rough road for trailers) Route is greater than 300 feet. Inside IRA. ALT B & C - Strong history of dispersed camping. ALT. D & E - Do not adopt. Inside IRA and greater than 300 feet.				
3366	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large open area (rough road for trailers) within 150 feet of designated route.				
3367	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Rocky, grass flat that would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3368	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located near river. Route is within 150 feet of designated route.				
3369	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route near river would allow for 2-3 trailers. Route is within 150 feet of designated route.				
3370	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in lodgepole area. Route is within 150 feet of designated route.				
3371	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in lodgepole area. Route is within 150 feet of designated route.				
3372	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in lodgepole area. Route is within 150 feet of designated route.				
3373	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Small site located in new lodgepole pine. Route is approximately 500 feet. Outside of IRA. ALT. B & C - Strong historical use, outside IRA. ALT. D & E - Do not adopt. Route is greater than 300 feet.				

3374	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in new lodgepole pine area. Route is within 150 feet of designated route.				
3375	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large grass and aspen site within 150 feet of designated route.				
3376	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site on Lightning Ridge within 150 feet of designated route.				
3377	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Large site (no shade), strong history of dispersed camping use. Route is approximately 600 feet. Inside IRA. ALT B & C - Strong history of dispersed camping. ALT. D & E - do not adopt. In IRA and route is greater than 300 feet.				
3378	**Dispersed Camping**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**
	Large grassy meadow (no shade) Route is greater than 550 feet. Strong history of dispersed camping. Outside IRA. ALT. B & C - Strong history of dispersed camping use, outside IRA. ALT. D & E - Do not adopt. Route is greater than 300 feet.				
3379	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route leads to secluded dispersed camping location within 300 feet of designated route. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and offers secluded dispersed camping opportunity. ALT. D - Do not adopt. Route is greater than 150 feet.				
3380	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located within 150 feet of designated route.				
3381	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located on Lightning Ridge. Route is within 150 feet of designated route.				
3382	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located in lodgepole area. Route is within 150 feet of designated route.				
3383	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				

3384	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3385	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3386	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3387	**dispersed camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Small dispersed camping site located in pine area. Route is less than 300 feet of designated route and outside of IRA. ALT. B, C & E - Route is within 300 feet of designated route, historical dispersed camping use. Outside IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
3388	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site near old sawmill (see proposal 3112). Route is within 150 feet of designated route.				
3389	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route is approximately 1/2 mile and concerns with resources exist. ALTs B, C, D, and E - Do not adopt as outlined above.				
3390	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route leads to dispersed camping area in grass and lodgepole pine. MITIGATION: Close route beyond this site as it continues further and would adversely affect road densities. ALT B & C - Strong historical dispersed camping in an area of appropriate use. Mitigate as shown above. ALT. D & E - Do not adopt. Route is over 300 feet and inside IRA.				
3391	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route leads to dispersed camping by Rock Lake. Route is greater than 700 feet. Inside IRA. ALT. B & C - Strong historical dispersed camping use in an area that supports use. ALT. D & E - Do not adopt - Route is over 300 feet and inside IRA.				
3392	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route leads to capped mine. Not appropriate for dispersed camping use. ALTs B, C, D, and E - Do not adopt as outlined above.				

3393	**Dispersed Camping**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route is in open alpine area having historical dispersed camping use. Route is over 500 feet and inside IRA. ALT C - Strong history of dispersed camping. ALT. B, D & E - Do not adopt. Route is over 300 feet and inside of IRA. Route continues beyond site and designation could encourage use beyond site.				
3394	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site along road. Route is within 150 feet of designated route.				
3395	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site along road. Route is within 150 feet of designated route.				
3396	**Dispersed Camping**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Large dispersed camping site in aspen and grass area. Route is approximately 300 feet. Inside IRA. This proposal replaces proposal 3110 which is much longer. MITIGATION: Stop vehicles at this point. ALTs B, C, and D - Route is in within 300 feet of designated route and history of dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
3397	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in aspen within 150 feet of designated route.				
3398	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in aspen and dead lodgepole. Route is within 150 feet of designated route.				
3399	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in ponderosa pine. Route is within 150 feet of designated route.				
3400	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in ponderosa pine. Route is within 150 feet of designated route. MITIGATION: Route continues past this point, would need to sign or barrier to stop traffic from going beyond 150 feet.				

D34 ROOSEVELT - DUCHESNE
SOUTH UNIT

	ALT. A No Action	ALT. D Preferred Alternative	ALT. C Increased motorized opportunity	ALT. D Non-motorized opportunity	ALT. E Blend of C and D
Prop #	**CURRENT CONDITION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**
4001	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / 4WD mixed road - Route is used for hunting with district support to open. Inside IRA. ALT. B, C & E - Road is located on top of ridge, minimal resource damage. And area is limited hunting entry. MITIGATE for resource concerns. ALT. D - Do not adopt. Non-designation would provide nonmotorized hunting opportunity.				
4002	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route is used for hunting with district support to open. Inside IRA. ALT. B, C & E - Route provides important hunting access. MITIGATE for resource concerns. ALT. D - Do not adopt. Non-designation would provide nonmotorized hunting opportunity.				
4003	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Unauthorized route / 4WD mixed road - Route is used for hunting with district support to open. Inside IRA. ALT. B, C & E - Road is located on top of ridge, minimal resource damage. Area is limited hunting entry. MITIGATE for resource concerns. ALT. D - Do not adopt. Non-designation would provide nonmotorized hunting opportunity.				
4004	**Administratively Closed**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Administratively closed / 4WD mixed road - Proposal to open road for 4WD mixed use for hunting and motorized access. ALT. B, C & E - Concerns over improper use onto UDWR can be mitigated by signage and other means. ALT. D - Do not adopt. Provides nonmotorized hunting opportunities, concerns from UDWR over improper use.				
4005	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Administratively closed - Proposal to close route to motorized use. No compelling reason found to close. ALT. B, C, D & E - Do not adopt.				
4006	**Nonmotorized Trail**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Nonmotorized trail / Motorized trail open to all vehicles - Route accesses popular hunting area, may be user conflicts between motorized and nonmotorized hunters. ALT. B, D & E - Do not adopt in order to provide nonmotorized hunting experiences. ALT. C - Provides motorized hunting access to popular area.				

4007	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Administratively Closed**	**Motorized trail OHV less than 50" - Seasonal Closure**
	Motorized trail OHV less than 50" / Administratively closed - Proposal is to close motorized trail 657. Route is in big game winter range. ALT. B & C - Do not adopt. Route provides hunting and other recreational access. ALT. D - Administratively close due to road density and within critical winter range. ALT. E - Mitigate by seasonal closure (Oct-June) for winter range with signing.				
4008	**Motorized trail OHV less than 50"**	**Do Not Adopt**	**Do Not Adopt**	**Administratively Closed**	**Do Not Adopt**
	Motorized trail OHV less than 50" / Administratively closed - Road does not actually connect as loop on ground. Concerns with UDWR management of adjacent lands. ALT. B, C & E - mitigate concerns through signing restricting traffic to only FS roads. ALT. D - DWR concern for management of adjacent lands. Northern and southern ends do not actually loop as shown on map.				
4009	**Mixed use road**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	4WD mixed road / Administratively closed to ATV. UDWR has expressed concerns with improper use of OHVs traveling onto UDWR land. ALT. B, C, D & E - Concerns over improper use onto UDWR can be mitigated by signage and other means.				
4010	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - No change				
4011	**Motorized trail OHV less than 50"**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**
	Motorized trail OHV less than 50" / 4WD mixed road - Route supports larger vehicles and is being used as such. Designation would provide for legal use of UHV and jeep opportunities. ALT. B, C, D & E - make end of road apparent with signage.				
4012		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Correction of route number to 081				
4013	**Motorized trail OHV less than 50"**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - FS road 069. Correction needs to be made to show as motorized road. Current map incorrectly shown as nonmotorized trail. Route needs to be restricted for ATVs because of condition.				
4014		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Correction of map to move road numbers closer to road depiction.				
4015	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal would increases motorized opportunities for OHVs. ALT. B, C & E - Increases OHV opportunities on a designated road that would support such use. ALT. D - Do not adopt. Proposal would increase traffic and associated resource impacts.				

4016	**Administratively Closed**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - FS road 073 is presently administratively closed. Need to show as closed on map. (This route was closed during 1999 travel management NEPA analysis).				
4017		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS road 097				
4018		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - show FS road 098				
4019		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS road 169				
4020		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS road number				
4021	**4WD mixed road**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	4WD mixed road / Administratively closed - Route does not exist on ground and is not being used. ALTs B, C, D & E - All as outlined above.				
4022	**Administratively Closed**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Do Not Adopt**	**Street Legal Vehicles Only**
	Administratively closed / Street legal vehicles only. Proposal is to open currently administratively closed FS road 303. Proposal would provide additional dispersed camping opportunities. ALT B, C, and E - Proposal provides for additional dispersed camping on an existing system route. ALT. D - Do not adopt. Route would increase road densities and reduce nonmotorized experience.				
4023	**Mixed use road**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Mixed use road / Administratively closed – Road is currently gated and locked although depicted on current travel map as open. Route accesses horse pasture and guard station. ALT. B, C, D & E - Administratively close in order to reflect current administrative only use.				
4024	**4WD mixed road**	**Do Not Adopt**	**Do Not Adopt**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street legal vehicles only - Route is short for ATVs and allows illegal cross country access on open portion of route. ALT. B & C - Do not adopt. Route provides OHV and UHV opportunities. ALT. D & E - Change in designation would improve enforceability along areas of concern.				
4025		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – add FS road number 496				

4026		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - add FS road number 172				
4027	**4WD mixed road**	**Street Legal Vehicles Only - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Street Legal Vehicles Only - Seasonal Closure**	**Street Legal Vehicles Only - Seasonal Closure**
	4WD mixed route / Street legal vehicles only - Route is too short for ATV use and otherwise would have to trailer ATVs to access starting point. ATVs are currently driving across meadow while wet and fording stream causing resource damage and rutting. ALT. B, D & E - Route is short and not consistent with use of main road. Route allows access to areas where illegal use is prevalent and causing resource damage. MITIGATION: Mitigate for wet season damage from street legal vehicles as well with seasonal closure (Oct - Jun 1). ALT. C - Do not adopt - Route provides short OHV route from dispersed camping area. MITIGATION: Mitigate for wet season damage with seasonal closure (Oct - Jun 1).				
4028					
	No Proposal				
DISPERSED CAMPING					
4029	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route provides access to grassy open spot for dispersed camping within 150 feet of designated route.				
4030	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route leads to small site near stream. Route is within 150 feet of designated route.				
4031	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping area located within 150 feet of designated route.				
4032	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping area located within 150 feet of designated route.				
4033	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site allowing for 4-5 trailers. Route is located within 150 feet of designated route.				

4034	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site allowing for 6 or more trailers. Route is located within 150 feet of designated route.				
4035	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site allowing for 2-3 trailers. Route is located within 150 feet of designated route.				
4036	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site located at Jackson Hollow allowing for 2-3 trailers. Route is within 150 feet of designated route.				
4037	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site located in sage and pine area allowing for 5 or more trailers. Route is located within 150 feet of designated route.				
4038	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and pine area allowing for 3 or more trailers. Route is located within 150 feet of designated route.				
4039	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and pine area. Route is located within 150 feet of designated route.				
4040	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**
	Route leads to existing borrow pit site and allows for 5 or more trailers. Route is less than 300 feet from designated route. Inside IRA. ALT. B, C, D & E - Strong history of dispersed camping use. Route within 300 feet of main road. Administrative use leads to borrow pit.				
4041	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route leads to a large site allowing for 3-4 trailers. Route is less than 300 feet from designated road. Inside IRA. ALT. B, C & E -Route is less than 300 feet from road, leads to multiple dispersed camping opportunities. ALT. D - Do not adopt. Route is greater than 150 feet and inside IRA.				
4042	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route leads to large open dispersed camping area in Water Hollow. Route is within 150 feet of designated route.				

4043	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route leads to dispersed camping allowing for two or more trailers. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is less than 300 feet from main road and historical use for dispersed camping. ALT. D - Do not adopt. Route is greater than 150 feet. Inside IRA.				
4044	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route leads to dispersed camping in sub alpine fir area. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is less than 300 feet from main road. Strong historical dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
4045	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Road is along Tub Ridge road and approximately 300 feet. Inside IRA. ALT. B, C & E - Route is approximately 300 feet from main road, historical dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet.				
4046	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Route leads to a dispersed camping site allowing for one or more trailers. Rough road. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is less than 300 feet from main road in historical area of dispersed camping. ALT. D - Do not adopt. Route is greater than 150 feet.				
4047	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site allowing for 2-3 trailers. Route is within 150 feet of designated route.				
4048	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in open sage allowing for 1-2 trailers. Route is within 150 feet of designated route.				
4049	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in open sage allowing for 1-2 trailers. Route is within 150 feet of designated route.				
4050	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in open sage allowing for 4-5 trailers. Route is within 150 feet of designated route.				

4051	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in open sage and aspen allowing for 4-5 trailers. Route is within 150 feet of designated route.				
4052	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in aspen and fir allowing for 4-5 trailers. Route is within 150 feet of designated route.				
4053	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 4-5 trailers. Route is within 150 feet of designated route.				
4054	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 5 or more trailers. Route is within 150 feet of designated route.				
4055	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 5 or more trailers. Route is within 150 feet of designated route.				
4056	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 3-4 trailers. Route is within 150 feet of designated route.				
4057	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route leads to hunting camp and overlook. Route is extension of Howard Spring road and greater than 1600 feet. Inside IRA. ALT. B & C - Route provides dispersed camping in an area of strong historical use. ALT. D & E - Do not adopt. Route is over 300 feet, long route (1600 feet) and in IRA.				
4058	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping on Flat Ridge road allows for 1-2 trailers. Route is within 150 feet of designated route.				
4059	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed tent camping on Flat Ridge road. Route is within 150 feet of designated route.				

4060	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in sage, grass, and sub alpine fir area. Route is within 150 feet of designated route.				
4061	**Do Not Adopt**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Route leads to dispersed camping in aspen and sub alpine fire. Site includes cement pads and toilet, cherry stemmed out of IRA. Route is approximately 1800 feet. ALT. B, C & E - Existing route, heavy dispersed camping use, outside of IRA. ALT. D - Do not adopt. Route is greater than 150 feet.				
4062	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping near cow camp within 150 feet of designated route.				
4063	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Large opening off of main route allowing 10 or more trailers. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and strong history of dispersed camping. ALT. D - Do not adopt. Route is greater than 150 feet and inside of IRA.				
4064	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in douglas fir area with small site for 2 trailers. Route is within 150 feet of designated route.				
4065	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pullout of main road in sage area. Route is within 150 feet of designated route.				
4066	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**
	Large dispersed camping site in sage and sub alpine fir area. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and strong historical dispersed camping use. ALT. D - Do not adopt. Route is greater than 150 feet and inside IRA.				
4067	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Large dispersed camping site in sage and sub alpine fir area. Route is approximately 750 feet. Inside IRA. ALT. B & C - Strong history of dispersed camping use in an area of appropriate use. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside IRA.				

4068	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and sub alpine fir area. Route is within 150 feet of designated route.				
4069	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in douglas fir and sage. Route is within 150 feet of designated route.				
4070	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site at edge sage flat and douglas fir. Route is within 150 feet of designated route.				
4071	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area at head of Bumper Canyon. Route is within 150 feet of designated route.				
4072	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Do Not Adopt**	**Do Not Adopt**
	Route is well defined road with and old structure at road end. Route is greater than 2100 feet. Inside IRA. ALT. B & C - Route is well used site and road with strong history of dispersed camping, which is considered an appropriate use in the area. ALT. D & E - Do not adopt. Route is greater than 300 feet and inside of IRA.				
4073	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in douglas fir area within 150 feet of designated road.				
4074	**Dispersed Camping**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in douglas fir area within 150 feet of designated road.				
4075	**Dispersed Camping**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Small site allowing for 2-4 trailers - This area is within the managed campground and is maintained as such. ALTs B, C, D, and E - Do not adopt. Within existing campground.				

Appendix B

Appendix B - Project Design Features

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.

Appendix C

Appendix C - Wilderness Potential: Proposals and Effects by Alternative

Introduction

Section 3.4 - Wilderness Potential provides an assessment of the Travel Management Plan and associated effects to wilderness potential by consideration of inventoried Potential Wilderness Area. This assessment has utilized the following tables and information in completion of the assessment. This appendix describes the specific routes that are contained in Potential Wilderness Area inventory by area and proposal number. In addition, this appendix includes a set of location maps that show the 2005 Potential Wilderness Area inventory.

In recognition of the high degree of public interest in the 2001 Roadless Inventory, an appendix with a set of location maps showing 2001 roadless inventory has also been included.

This appendix is meant to supplement the discussion provided in *section 3.4*. For a more detailed discussion of these items, refer to *section 3.4* of this document.

Wilderness Potential: Proposals and Effects by Alternative									
Potential Wilderness Area	Inventoried Roadless Area	Prop No.	Mi.	A	B	C	D	E	Wilderness Attribute Effects by Area
401107 Roadshed	419020	2039	2	ATV Trail	Closed Trail	ATV Trail	Closed Trail	Closed Trail	Net fewer miles designated trails for motorized in all action alternatives. Effects positive for D, less disturbance, improved untrammeled. Little effect to solitude because eliminates parallel route in area with several ATV trails.
		2016	3	ATV Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	
		1005	4	ATV Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	
		2130	1	Undesignated Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
		2050	2	ATV Trail	ATV Trail	ATV Trail	Closed Trail	ATV Trail	
401201 South Slope High Country	None	2354	0	Unauthorized Route	Road Open	Road Open	Road Open	Road Open	2350.0 is only new road in Potential Wilderness, and is less than 0.1 miles long. Does not meet inventory criteria and reduce all wilderness attributes; inventory updates would exclude corridor or area around the trail. 2233 would have little effect – corridor would be slightly wider.
	419020	2233	2	ATV Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
401202 Dyer Mountain	401004	2070	1	Undesignated Route	ATV Trail	ATV Trail	None	ATV Trail	Action Alternatives would improve attributes - close routes in hatched area; D would be best; no new designated.

401203 Grizzly Ridge	419020	2050	1	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	Action alternatives improve by closing undesignated routes and 2 mile ATV trail across the core of the area; D best for undeveloped character.
		2150	2	ATV Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	
		2428	1	Undesignated Route	ATV Trail	ATV Trail	None	ATV Trail	
401204 Mount Lena	401002	2304	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	All alternative would result in improved conditions for wilderness attributes due to closure of routes in hatched area; D would be best because it would close the most ATV trails and increase nonmotorized ROS in increase opportunities for solitude and primitive recreation. Overtime other attributes would also have improved conditions.
		2305	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2303	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2115	2	ATV Trail	Closed Trail	Closed Trail	Closed Trail	Closed Trail	
		2020	0	Undesignated Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
		2064	2	ATV Trail	ATV Trail	ATV Trail	Nonmotorized Trail	ATV Trail	
		2065	4	ATV Trail	ATV Trail	ATV Trail	Nonmotorized Trail	ATV Trail	
		2066	3	ATV Trail	ATV Trail	ATV Trail	Nonmotorized Trail	ATV Trail	
		2270	2	Undesignated Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	

401205 Brush Creek	401007	2001	0	Road Open	Closed Road	Road Open	Closed Road	Closed Road	Many routes inside and outside of the hatched area would be removed by action alternatives, in addition to these closures in Alternatives B, D, and E. Improvements in conditions of wilderness attributes would result, though the area would retain its motorized ROS classes.
		2002	1	Road Open	Closed Road	Road Open	Closed Road	Closed Road	
401206 Ashley Gorge	401005	2032	5	ATV Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	Many routes inside and outside of the hatched area would be removed by action alternatives. Improvements in conditions of wilderness attributes would be best in D, but solitude and primitive recreation would also be available in a larger area under Alternatives B and E. Alternative C would have the fewest positive effects due to the remaining number of open motorized routes.
		2038.1	1	ATV Trail	Closed Trail	ATV Trail	Closed Trail	Closed Trail	
		2038.2	2	ATV Trail	Closed Trail	ATV Trail	Closed Trail	Closed Trail	
		2045	1	ATV Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	Nonmotorized Trail	
		2038.3	3	ATV Trail	Closed Trail	ATV Trail	Closed Trail	ATV Trail	
		2038.4	0	ATV Trail	Closed Trail	ATV Trail	Closed Trail	ATV Trail	
		2208	2	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	

401209 White-rocks	419020	2222	0	Undesignated Route	None	All vehicle Trail	None	All vehicle Trail	Additional routes inside and outside of the hatched area would be removed by action alternatives. Improvements in conditions of wilderness attributes would be best in D, particularly for solitude and primitive recreation because it does not open 3012, which penetrates into the area, reducing the undeveloped condition of the core.
		2253.3	1	Unauthorized Route	ATV Trail	ATV Trail	None	None	
		3012	2	Route Closure	All vehicle Trail	All vehicle Trail	Route Closure	All vehicle Trail	
401301 High Uintas B	419020	3025	1	Closed Road	Closed Road	Road Open	Closed Road	Road Open	Alternatives B and D would be best for maintaining wilderness attributes because they designate no new routes, and retain the road closure of 3025 proposal. If this road is opened (Alternatives D & E) inventory updates would exclude the road and very slightly reduce the size of the area.
		3064	2	Unauthorized Route	None	All vehicle Trail		None	
		3097	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	

401301 High Uintas A	419020	3117	0	Unauthorized Route	None	All vehicle Trail	None	None	These routes are already in use even though most are not designated. Alternative D would be the best for improving conditions of wilderness attributes, particularly solitude and primitive recreation, by closing the 4 mile ATV trail, proposal 3053, and not adding the all vehicle trails to dispersed camp sites. Alternatives B and E would be better than C or A.
		3126.1	0	Unauthorized Route		All vehicle Trail			
		3131	0	Unauthorized Route		All vehicle Trail			
		3132	0	Unauthorized Route		All vehicle Trail			
		3188	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3194	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3053	4	ATV Trail	ATV Trail	ATV Trail	Closed Trail	ATV Trail	
401301 High Uintas C	419020	3160	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	These routes already have some level of use. Proposals 3001 and 3011 access about the same area. Alternative D would be the best for improving conditions of wilderness attributes by closing the 4 mile ATV trail, proposal 3011, and not adding several other all vehicle trails to dispersed camp sites. Alternatives B and E would be better than C or A.
		3161	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3162	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3196	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		None	
		3198	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3354	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		None	
		3001	3	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3002	1	Unauthorized Route	None	All vehicle Trail		All vehicle Trail	
		3043	2	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3011	1	Closed Road	Road Open	Road Open	Closed Road	Road Open	

401302 Rhoades Canyon	419020	3114	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	These routes all access dispersed camping areas along perimeter roads. Wilderness attributes would best be maintained or improved by Alternatives D and E due to the reduced disturbance to the area and its undeveloped character.
		3377	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		None	
		3379	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3107	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		None	
401303 Big Ridge	401014	3199	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	Proposal 3074.5 and 3074.6 cross an area where there are currently no open motorized routes. These proposals would have negative effects to the wilderness attribute of solitude and primitive recreation, in all alternatives except D. The other trails all continue to provide for dispersed camping off of main roads. Closing all of these routes (Alternative D) would be best for maintaining and improving the wilderness attribute of undeveloped character; Alternative E would be better than B and C because it closes some of these routes.
		3271	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3074.6	2	Unauthorized Route	ATV Trail	ATV Trail		ATV Trail	
		3074.5	2	Closed Trail	ATV Trail	ATV Trail	Closed Trail	ATV Trail	
		3390	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
		3391	0	Unauthorized Route	All vehicle Trail	All vehicle Trail			
		3393	0	Unauthorized Route	None	All vehicle Trail			
		3095	0	Unauthorized Route	All vehicle Trail	All vehicle Trail			
		3006	2	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3062	1	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3173	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		None	
		3113	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	

401304 Hells Canyon	401016	4063	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	These routes are along the area boundary, and provide access to dispersed camp sites. The alternatives would all have about the same effects for this area.
		4067	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		None	
401305 Pole Creek	401015	3062	1	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	This route is along the area boundary, and provides access to dispersed camp sites. The alternatives would all have about the same effects for this area.
401402 Timber Canyon East	401008	4072	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	The change is expected to have little effect on wilderness attributes; all alternatives would have no effects.
		4011	2	ATV Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
401403 Indian Springs	401013	4015	1	Road Open	Road Open	Road Open	Road Open	Road Open	The change in travel and maintenance to lower development road, and addition of 2 camping routes is not expected to affect wilderness attributes.
		4063	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
		4067	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
401404 Mill Hollow	401013	4011	2	ATV Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	The change in vehicles using the trail will not change effects to wilderness attributes.

401405 First Canyon	401012	4008	2	ATV Trail	ATV Trail	ATV Trail	Closed Trail	Closed Trail	None of the alternatives would add negative effects to wilderness attributes. Alternative D and E would be positive because the sight and sound effects from these routes would be reduced, improving undeveloped character and opportunities for solitude.
		4057	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
401406 Right Fork Indian Canyon	401012	4043	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	None of the alternatives will have negative effects to wilderness attributes.
401407 Cottonwood	401011	4006	3	Nonmotorized Trail	Nonmotorized Trail	All vehicle Trail	Nonmotorized Trail	Nonmotorized Trail	Alternative C would have negative effects wilderness attributes in this area. Proposal 4006 would split the area by joining motorized routes, and would further limit the opportunities for solitude and the area with undeveloped character.
401010 Alkali Canyon	401009	4001	4	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	The proposals together or just 4001 would reduce spnm ROS in the area, and remove opportunities for solitude in the largest block within the area. These negative effects to wilderness attributes would be in all alternatives except D.
		4002	1	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
		4003	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	

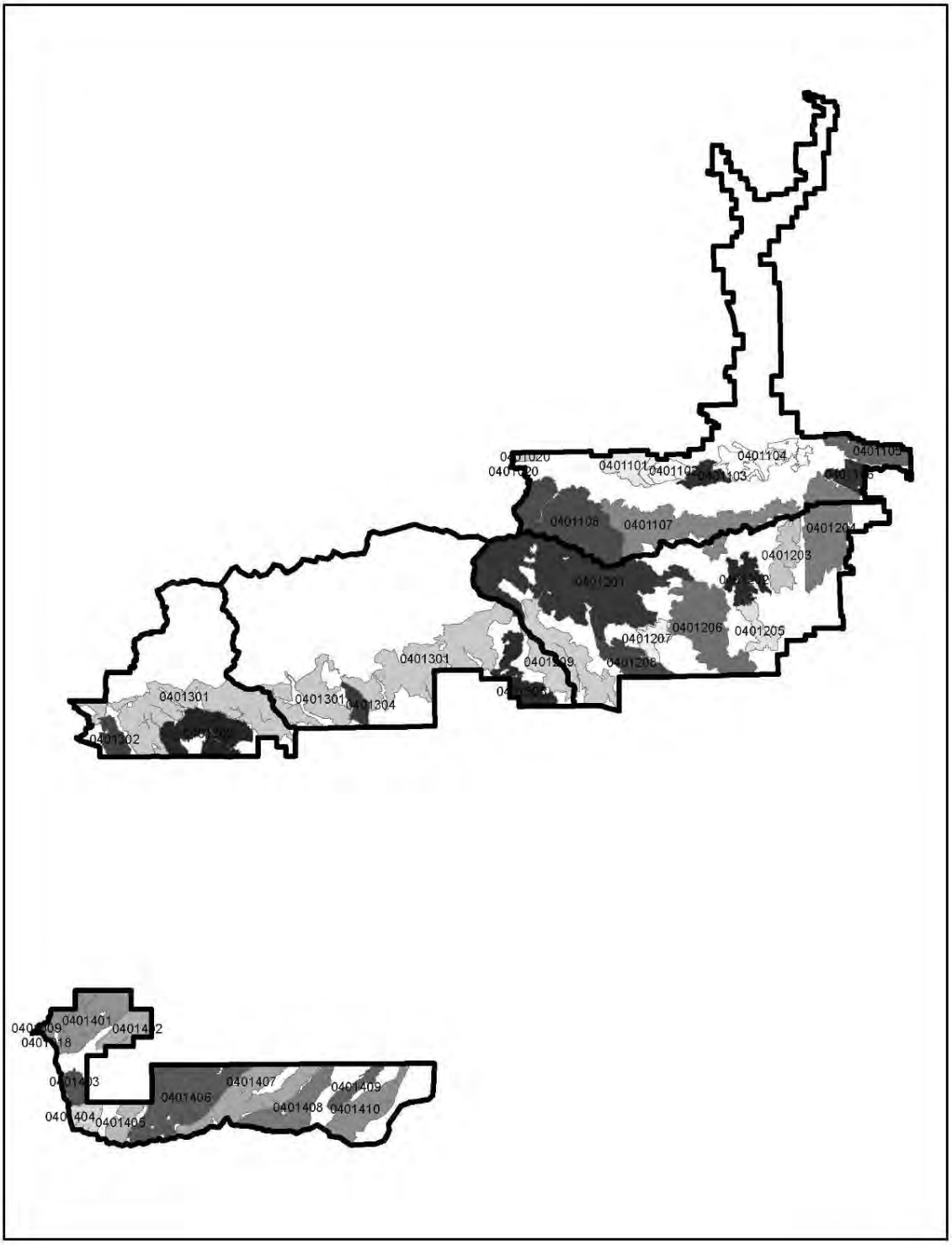
None	401018	1073	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	Effects are not described because early analysis indicated these areas have characteristics (size, ROS, presence and density of roads, heavy use or modification) not consistent with wilderness attributes or with inventory criteria for wilderness potential.
		1076	0	Unauthorized Route	All vehicle Trail	All vehicle Trail			
		1264	1	Road Open	Road Open	Road Open	Closed Road	Closed Road	
	401019	1074	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
		1075	1	Unauthorized Route		All vehicle Trail			
		1080	1	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
		1081	1	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
		1082	0	Unauthorized Route	All vehicle Trail	All vehicle Trail			
		1083	0	Unauthorized Route	All vehicle Trail	All vehicle Trail			
		1089	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
	401023	1154	1	Road Open	Road Open	Road Open	Road Open	Road Open	
		1155	0	Road Open	Road Open	Road Open	Road Open	Road Open	
	401035	1024	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	

None		2099	2	Undesignated Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	Effects are not described because early analysis indicated these areas have characteristics (size, ROS, presence and density of roads, heavy use or modification) not consistent with wilderness attributes or with inventory criteria for wilderness potential
		2101	1	Undesignated Route	All vehicle Trail	All vehicle Trail	None	None	
		2102	1	Undesignated Route	All vehicle Trail	All vehicle Trail	None	None	
	401002	1246	6	Road Open	Road Open	Road Open	Closed Road	Closed Road	
	401005	2194	1	Road Open	Road Open	Road Open	Road Open	Road Open	
		2195	1	Road Open	Road Open	Road Open	Road Open	Road Open	
	401006	2196	0	Road Open	Road Open	Road Open	Closed Road	Road Open	
	401007	2386	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2387	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2393	1	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2003	0	Road Open	Closed Road	Road Open	Closed Road	Closed Road	
		2026	0	Road Open	Closed Road	Closed Road	Closed Road	Closed Road	
		2004	1	ATV Trail	Closed Trail	ATV Trail	Closed Trail	Closed Trail	
		2005	1	ATV Trail	ATV Trail	ATV Trail	Closed Trail	Closed Trail	
		2203	2	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail		
		2171	1	Road Open	Road Open	Road Open	Road Open	Road Open	

None	419020	2408	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	Effects are not described because early analysis indicated these areas have characteristics (size, ROS, presence and density of roads, heavy use or modification) not consistent with wilderness attributes or with inventory criteria for wilderness potential
		2409	1	ATV Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2410	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2411	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2412	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2413	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
		2332	0	Unauthorized Route	Road Open	Road Open	Road Open	Road Open	
		2008	1	Road Open	ATV Trail	ATV Trail	ATV Trail	ATV Trail	
		2010	2	Road Open	Road Open	Road Open	Road Open	Road Open	
		2062	2	Road Open	Closed Road	Closed Road	Closed Road	Closed Road	
		3165	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
		3166	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3167	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		2274	1	Undesignated Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3401	1	Road Open	Closed Road	Closed Road	Closed Road	Closed Road	
		2015	2	Undesignated Route	ATV Trail	ATV Trail	None	None	

None	419020	2015	3	Undesignated Route	ATV Trail	ATV Trail	ATV Trail	None	Effects are not described because early analysis indicated these areas have characteristics (size, ROS, presence and density of roads, heavy use or modification) not consistent with wilderness attributes or with inventory criteria for wilderness potential
		2152	0	Road Open	Closed Road	Closed Road	Closed Road	Closed Road	
		3082	6	Road Open	Road Open	Road Open	Closed Road	Road Open	
		3003	1	Road Open	Closed Road	Closed Road	Closed Road	Closed Road	
		3054	1	Road Open	Road Open	Road Open	Closed Road	Road Open	
		2429	0	Undesignated Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	ATV Trail	
		3195	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
		3197	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		3344	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		None	
	401014	3111	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	None	
		3195	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
		3365	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	ATV Trail	ATV Trail	
		3074	3	ATV Trail	ATV Trail	Road Open			
		3396	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
	401016	3060	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	All vehicle Trail	
	418033	4040	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	

None	401008	4041	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	All vehicle Trail	None	Effects are not described because early analysis indicated these areas have characteristics (size, ROS, presence and density of roads, heavy use or modification) not consistent with wilderness attributes or with inventory criteria for wilderness potential
	401010	4007	1	ATV Trail	ATV Trail	ATV Trail	Closed Trail	ATV Trail	
	401011	4027	0	Road Open	Road Open	Road Open	Road Open	Road Open	
		4023	0	Road Open	Closed Road	Closed Road	Closed Road	Closed Road	
		4022	0	Closed Road	Road Open	Road Open	Closed Road	Road Open	
	401012	4044	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	
		4045	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	Closed Road	All vehicle Trail	
		4046	0	Unauthorized Route	All vehicle Trail	All vehicle Trail		All vehicle Trail	
		4004	1	Closed Road	Road Open	Road Open		Road Open	
		4024	2	Road Open	Road Open	Road Open	Road Open	Road Open	
		4021	1	Road Open	Closed Road	Closed Road	Closed Road	Closed Road	
	401013	4066	0	Unauthorized Route	All vehicle Trail	All vehicle Trail	None	All vehicle Trail	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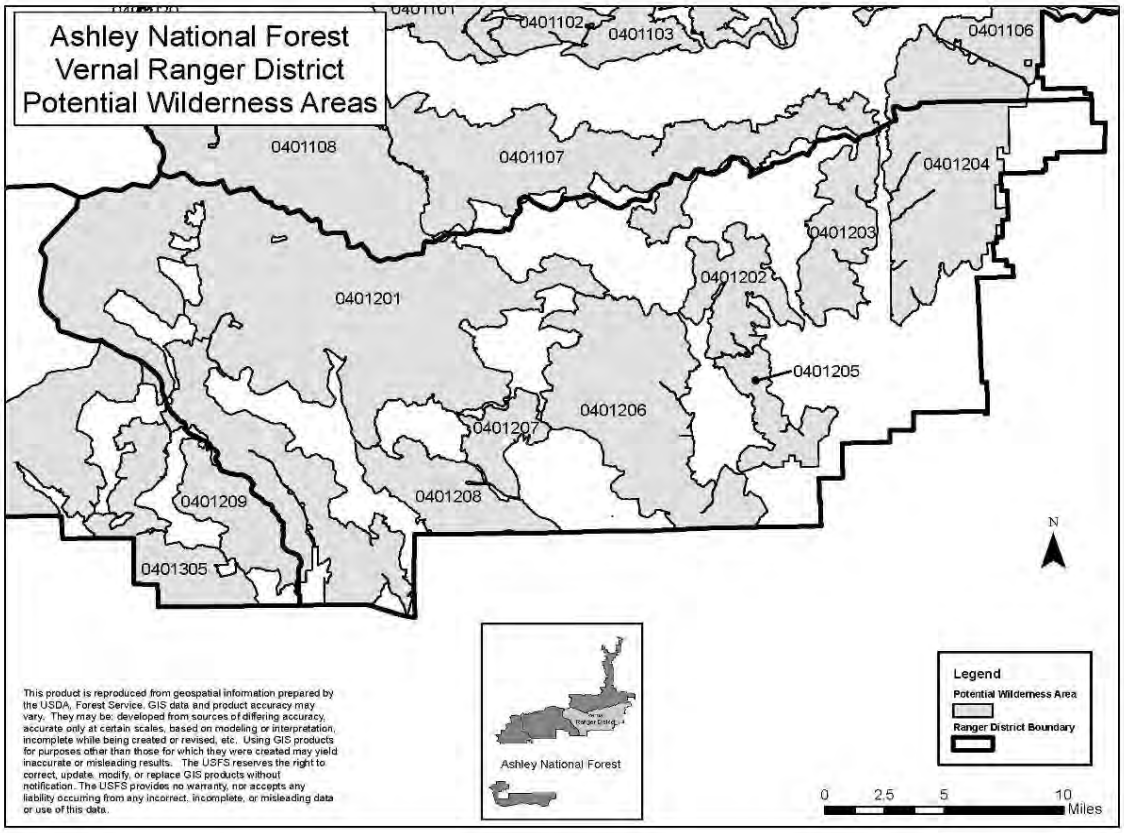
Ashley National Forest
Vernal Ranger District
Potential Wilderness Areas
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Ashley National Forest
Legend
Potential Wilderness Area
Ranger District Boundary
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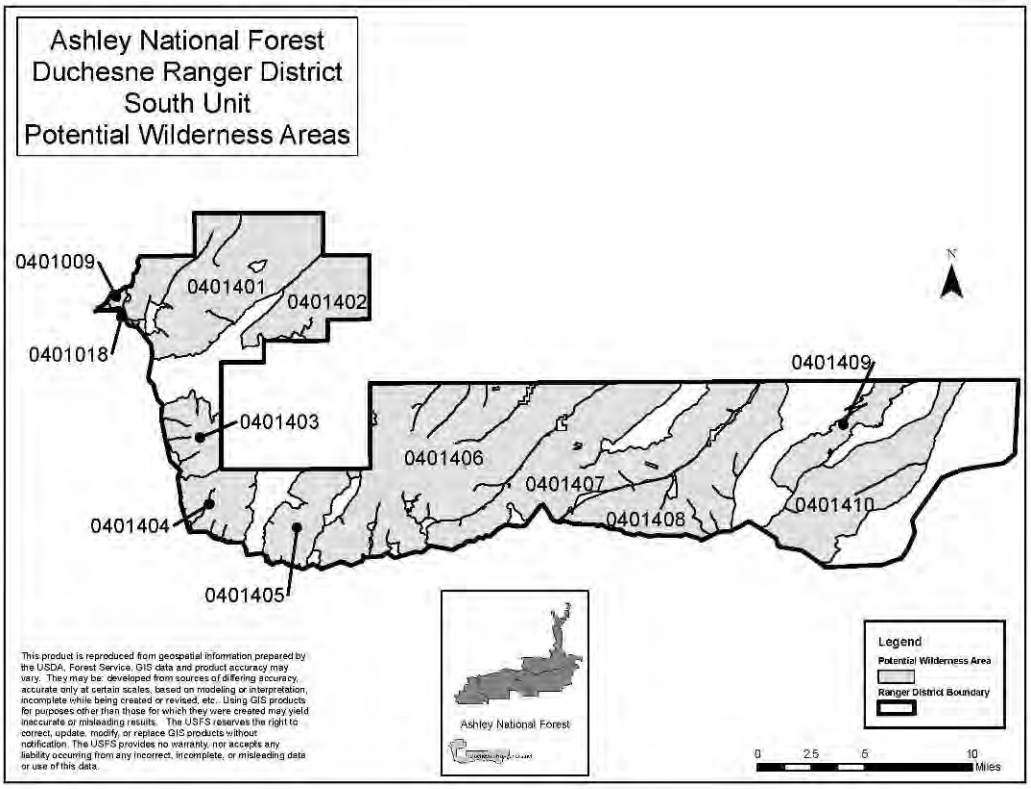
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Duchesne Ranger District
South Unit
Potential Wilderness Areas
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Legend
Potential Wilderness Area
Ranger District Boundary
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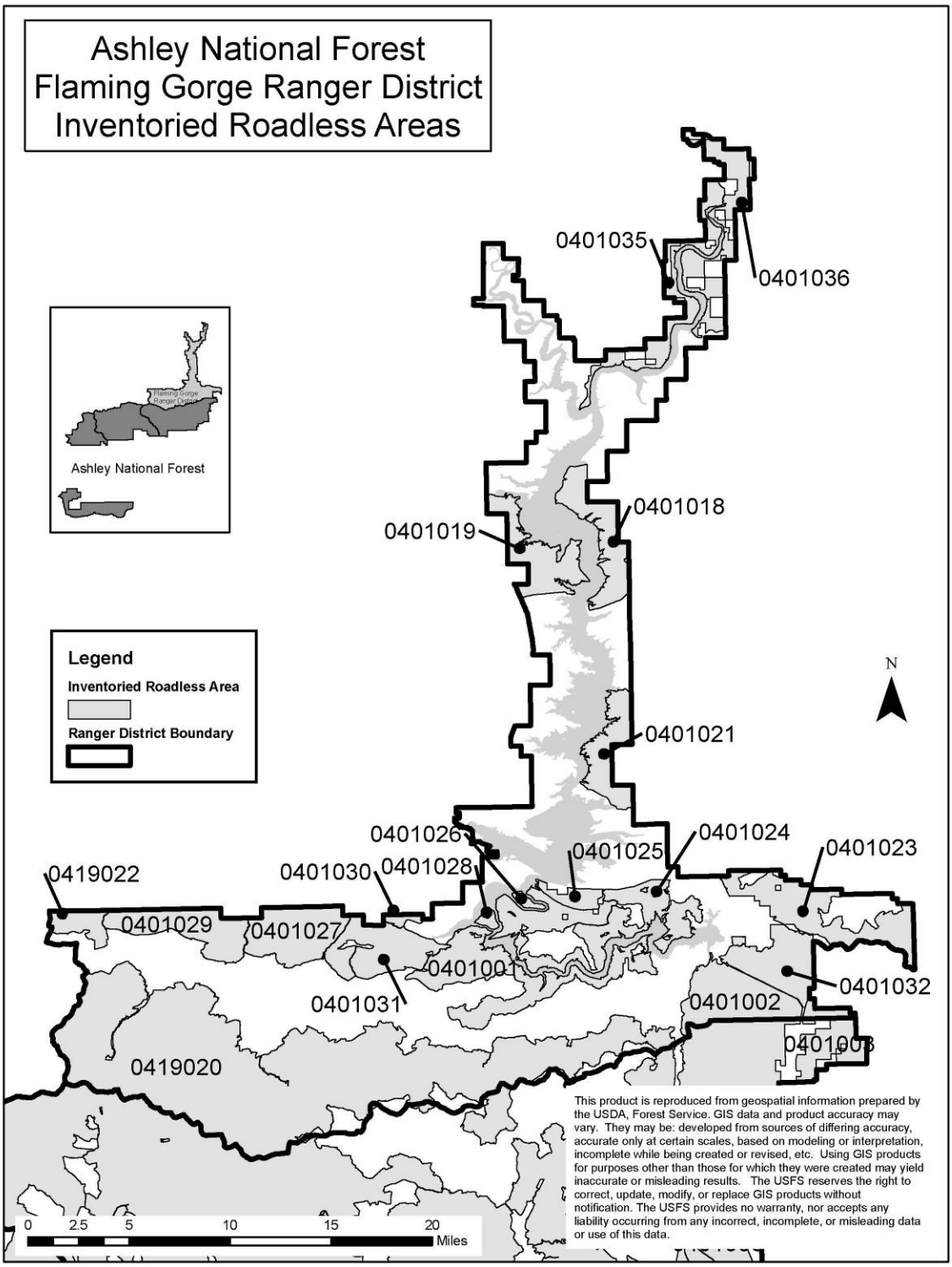
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Flaming Gorge Ranger District
Inventoried Roadless Areas
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Ranger District Boundary
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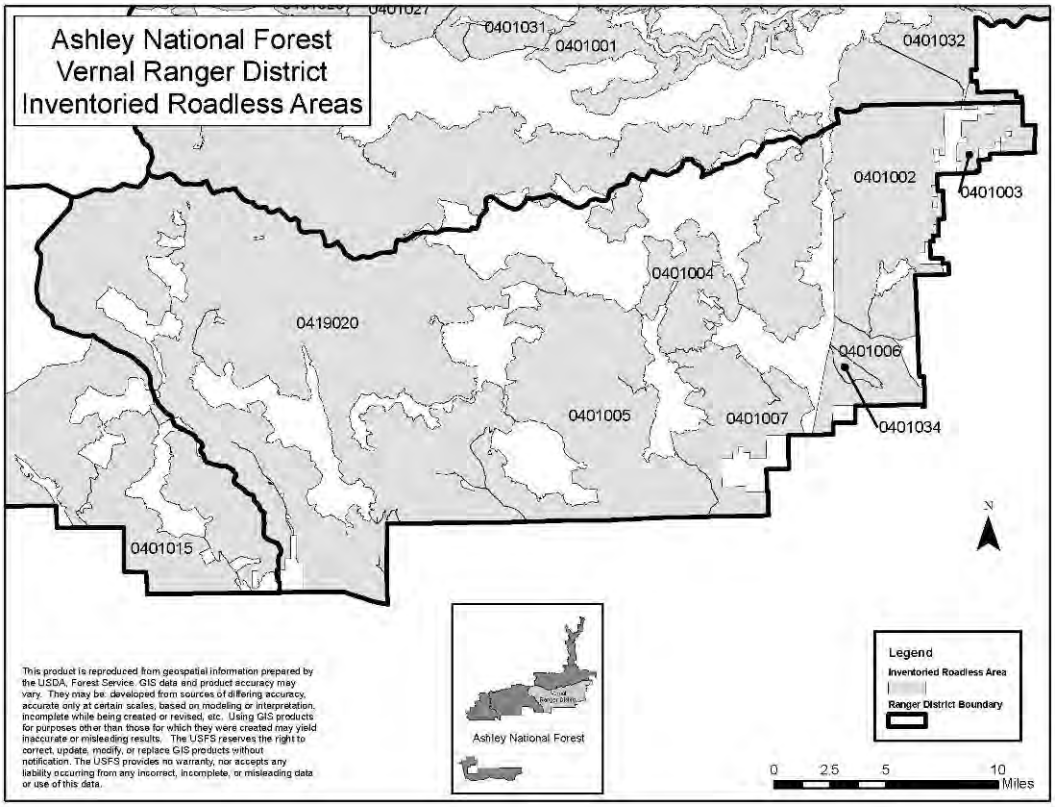
Ashley National Forest
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Inventoried Roadless Areas
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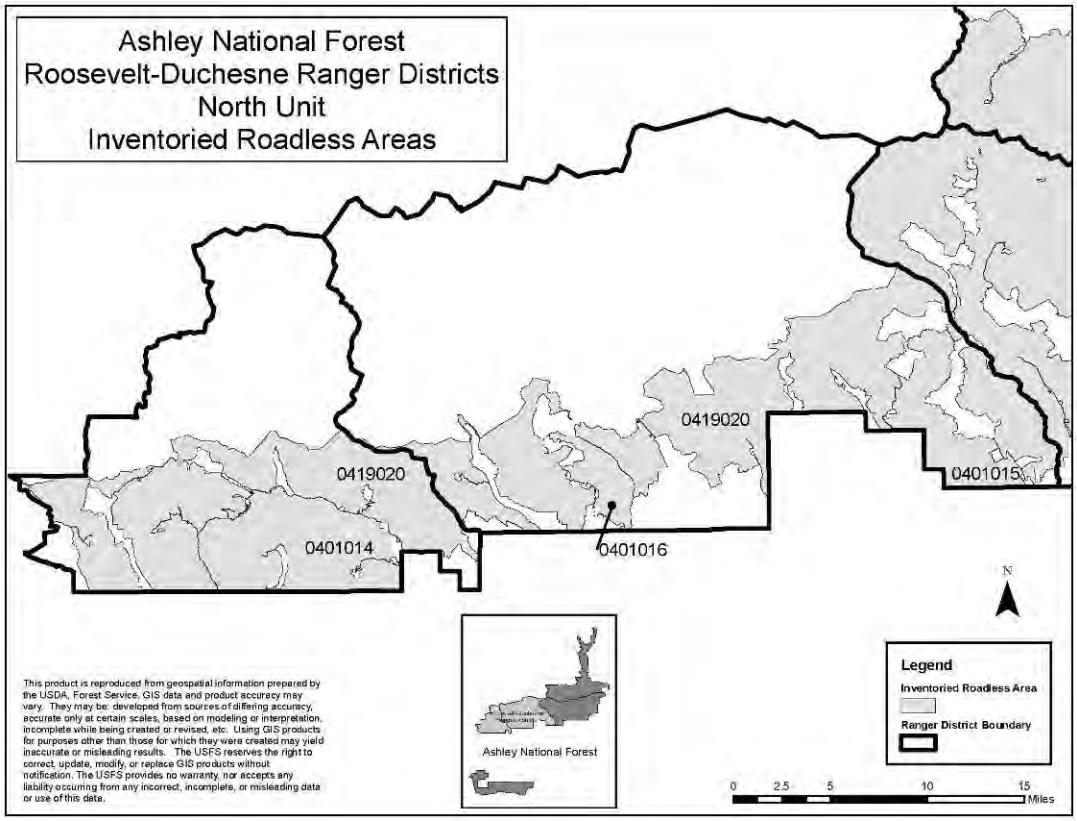
Ashley National Forest
Legend
Inventoried Roadless Area
Ranger District Boundary
0 2.5 5 10
Miles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North Unit
Inventoried Roadless Areas
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