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TRAVEL ANALYSIS

for the

Nordic Vegetation Management Project

**Prepared For
Manchester Ranger District,
Green Mountain National Forest**

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MAP OF TRAVEL ANALYSIS AREA (ROADS & TRAILS)

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GENERAL DEFINITIONS AND MANAGEMENT DIRECTION

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BACKGROUND AND PURPOSE

On January 12, 2001, the Forest Service published its final administrative transportation system policy in the Federal Register (Vol. 66, No.9). Decisions to decommission, reconstruct, construct, and maintain roads are to be informed by a science-based roads analysis. On November 2, 2005 the Forest Service announced release of their final travel management rule (36 CFR parts 212, 251, 262, and 295). This regulation governs the use of motor vehicles, including off-highway vehicles, on National Forest System Lands. One of the purposes of these policies and rules is to insure travel analysis is carried out for Forest roads and trails to provide information needed to ensure the forest transportation system will:

- provide safe access and meets the needs of communities and forest users;
- facilitate the implementation of the Green Mountain National Forest Land and Resource Management Plan (Forest Plan);
- allow for economical and efficient management within likely budget levels; meeting current and future resource management objectives;
- begin to reverse adverse ecological impacts, to the extent practicable.

PROCESS

Travel analysis is a six-step process (see below). The steps are designed to be sequential with understanding that the process may require feedback among steps over time as an analysis matures. The amount of time and effort spent on each step differs by project, based on specific situations and available information. The process provides a set of possible issues and analysis questions for which the answers can inform choices about road and trail system management. Decision makers and analysts determine the relevance of each question, incorporating public participation as deemed necessary.

- Step 1. Setting up the Analysis
- Step 2. Describing the Situation
- Step 3. Identifying Issues
- Step 4. Assessing Benefits, Problems and Risks
- Step 5. Describing Opportunities and Setting Priorities
- Step 6. Reporting

PRODUCTS

The product of this analysis is a report for decision makers and the public that document the information and analyses to be used to identify opportunities and set priorities for future Forest system roads and trails. Included in the report is a map displaying the known road and trail systems for the analysis area, and the needs and opportunities for each road/trail, or segment of road/trail.

THIS REPORT

This report documents the travel analysis procedure used for the Nordic Travel Analysis Area. It was completed during the development of the Nordic Environmental Assessment (EA). This report is a

"living" document and reflects the conditions of the analysis area at the time of writing. The document can be updated as the need arises and conditions warrant.

This report will:

- Identify needed and unneeded roads and trails;
- Identify road/trail associated environmental and public safety risks;
- Identify site-specific priorities and opportunities for road and trail improvements and decommissioning; and
- Identify areas of special sensitivity or any unique resource values.
- Any other specific information that may be needed to support project-level decisions.

PROJECT SCOPE & OBJECTIVES (Step 1)

The Nordic Project Area (Nordic area) is located south of Vermont Route 11, east of Vermont Route 30, and west of Winhall Hollow Rd., within the towns of Peru, Landgrove, Londonderry, and Winhall, near the Bromley Mountain Ski Resort, (see Map of Nordic EA Preferred Alternative). The Nordic area contains 12,135 acres, with the majority of land in private ownership (inn holdings) amounting to 6,664 acres. Approximately 5,471 acres are National Forest System (NFS) lands. Of the 5,471 acres of NFS lands, 4,882 acres are classified as suitable for commercial timber harvesting. The remaining lands are either in wetland conditions and/or rocky areas. The elevation of the Nordic area ranges from a low of approximately 1400 ft. to 2230 ft. at the higher peaks towards the western portion of the area near Bromley, with the majority of the land at approximately 1500 ft. elevation. The Nordic area is characterized by a network of graveled town roads with private homes and small developments scattered throughout the area. Many of the homes are vacation homes associated with winter recreation (Bromley and Stratton Ski areas). Residents value the rural setting and dispersed recreational opportunities on the GMNF that the area provides.

Four Forest Management Areas (MAs) are contained in the Nordic area: 3.1 – Diverse Forest Use, 7.1 – Alpine Ski Areas, 8.1 – Appalachian National Scenic Trail, and 8.7 – Ecological Special Areas. The Nordic area consists of six Compartments (C): 64, 65, 66, 67, 68, and 69. Forest Compartments are land units averaging approximately 2000 acres. Each Compartment contains individual stands consisting of similar vegetation and site conditions (see attached maps for Compartment and Stand locations).

All existing or proposed roads and trails within this area were reviewed and opportunities regarding their future use are stated in accordance with Forest objectives. Other entities, such as towns, having joint, partial, or total road/trail jurisdiction will be consulted during NEPA analysis prior to any final decisions regarding subject roads and trails. Any access requirements off of Town or State roads or trails will also be coordinated with the appropriate authority; and applicable permits obtained. All of the Towns in the Nordic area have roads in the area. The State also has roads in the Nordic area. There are a small number of town/private trails in the area.

There are a small number of private roads in the area off Forest land. There are also some unauthorized roads/trails and old skid trails evident. Some of these are included in this analysis, but a complete inventory was not considered necessary for the scope of this project.

It is expected that a majority of the vegetative management actions that are to occur within the Nordic project area will occur under winter (frozen ground) conditions.

The focus of the analysis is limited to the Nordic project area (with slight adjustments to include nearby roads and trails) for the following reasons:

- A forest scale roads analysis of the primary transportation routes has been completed for the Green Mountain National Forest, however it did not include lower level Forest roads, unauthorized roads, or any trails as part of its analysis.
- This travel analysis is driven by a need to analyze management alternatives at the project scale and make recommendations for the minimum transportation system for the Nordic Travel Analysis area.

Main objectives of this travel analysis are:

- Identify the need for changes by comparing the current road and trail system to the desired condition;
- Balance the need for access with the need to minimize risks by examining important ecological, social, and economic issues related to roads and trails;
- Furnish maps, tables, and narratives that display transportation management opportunities and strategies that address future access needs, and environmental concerns.
- Make recommendations to inform travel management decisions in subsequent NEPA documents.

MANAGEMENT DIRECTION, DEFINITIONS, AND STANDARDS & GUIDELINES (Step 1 cont.)

Management Area Direction (see Appendices for General Forest Road & Trail Standards & Guidelines)

The analysis area is covered by the following four Management Areas (MA) established by Forest Plan and provides direction for roads and trails within these areas. The four management areas; 3.1, 7.1, 8.1, and 8.7, cover approximately 5,471 acres. Other ownership lands (private lands/in-holdings) located within the analysis area are not included in the acreage total, approximately 6,664 acres (see the 2006 Forest Plan for more detailed information on these Management Areas):

MA 3.1 – Diverse Forest Use: Vegetation management emphasis is placed on production of high quality sawtimber and other timber products on a sustained yield basis. Management actions provide a mix of habitats for wildlife species, including deer wintering habitat. Habitat at the landscape level will include a sustainable mix of young and mature forests. Permanent upland and temporary openings will occur across the landscape in shapes and sizes that are consistent with visual objectives in the area. Public use is managed to provide a full range of recreation opportunities. Vistas of landscapes with a mosaic of vegetative patterns will be provided along roads and trails. (Forest Plan pgs. 47 and 48). Roads and trails (new and existing) are allowed to provide access to meet land management objectives. Forest-wide standards and guidelines for roads and trails apply.

MA 7.1 – Alpine Ski Areas: Provide alpine winter sports opportunities and year-round recreation opportunities at the three alpine ski areas managed by the private sector under Special Use permit authority. Roads and trails are allowed to provide access to meet land management objectives. Permittees may develop an on-mountain transportation plan for roads and parking on the National Forest to be approved by the Forest Engineer and line officer. Management actions at Alpine Ski Areas shall not create adverse impacts to the Appalachian National Scenic Trail or the Long Trail. Motorized trail vehicles except snowmobiles shall be prohibited unless required by law to provide access to private land or for administrative uses. The recreation values of the Appalachian National Scenic Trail and Long Trail should be considered in management actions.

MA 8.1 – Appalachian National Scenic Trail: The Appalachian National Scenic Trail (Appalachian Trail) is administered by the Secretary of Interior in consultation with the Secretary of Agriculture, and managed as a partnership between the National Park Service (NPS) AT Park Office, USDA Forest Service, local Appalachian Trail Clubs, and the Appalachian Trail Conference (ATC). The Appalachian Trail (AT) includes all trails designated by the National Trails System Act, as amended (P.L. 90-543), that occur on federal lands managed by the Forest. The AT also includes spur trails to shelters, overnight-use sites, viewpoints, and water sources. The Appalachian National Scenic Trail has been designated as a special area because of its uncommon and outstanding values. The intent is to protect the qualities of the AT that make it a part of the National Scenic Trail System. The major emphases of this management area are to:

1. Manage the segments of the Appalachian National Scenic Trail on federal lands that traverse the State of Vermont and the Green Mountain National Forest.
2. Provide for the conservation and enjoyment of the nationally significant scenic, historic, natural, and cultural qualities of the land through which the AT passes.
3. Provide opportunities for high quality outdoor recreation experiences, including a sense of “wildness.”
4. Recognize and strengthen the level of partnership, cooperation, and volunteer efforts integral to AT management.

Within the Proclamation Boundary of the Green Mountain National Forest, the Appalachian National Scenic Trail Management Area is the National Forest land mapped as the foreground area visible from the AT footpath and associated trail shelters, overnight use sites, viewpoints, water sources, and spur trails. This MA has a minimum width of 500 feet on either side of the AT footpath for protection from social, aural, and other impacts. The minimum width will apply to areas on either side of the Appalachian Trail where the mapped foreground area is 500 feet or less. New roads, permanent or temporary, shall not be constructed to cross the AT footpath unless required by law to provide access to private lands. New roads, permanent or temporary, should not be permitted within this management area unless required by law to provide access to private lands. New roads are permitted only if they are the only feasible and prudent alternative, and after impacts have been mitigated to the extent practical. Where the AT follows National Forest System roads, road maintenance may be done as needed on drainage structures, closure devices, and the roadbed. Grass may be permitted to grow in local roads at maintenance levels I or II. Trailhead Parking: To maintain a discrete trail experience, new parking facilities should be located where the AT can be accessed by a spur trail rather than locations where the trail footpath crosses a road.

MA 8.7 – Ecological Special Areas: Characterized by physical or biological features of Forest-wide or regional significance. Management emphasizes the protection of these values and opportunities for public use and interpretation. Ecological Special Areas may also provide opportunities as reference sites for research and monitoring. New roads should not be constructed or relocated unless they protect or contribute to Ecological SA values, or are required by law to provide access to non-federal land. Construction of new trailheads and parking areas, and relocation of existing trailheads and parking areas, may occur only for visitor safety, resource protection, for education and interpretation enhancements. National Forest roads should be managed at the lowest traffic service and maintenance levels possible. Decommissioned roads may be demolished, dismantled, obliterated, or disposed of to eliminate the deferred maintenance needs of the fixed asset. Portions of the asset may remain if they do not cause problems nor require maintenance. New motorized trails shall be prohibited. Motorized trail vehicles except existing snowmobiles shall be prohibited. Development of new trails or trail systems, and relocation of existing trails may occur only for visitor safety, resource protection, or for education and interpretation enhancements. Trail use by horses, pack animals, dog teams, bicycles, and motorized vehicles may be permitted as long as such uses do not interfere with Ecological SA objectives. Opportunities to relocate existing motorized trails outside of Ecological SAs should be considered. Management direction for the AT (Management Area 8.1) and the LT (Management Area 8.2) should apply to the AT/LT within or adjacent to Ecological SAs. Where direction differs, the more restrictive standards and guidelines apply.

Road Maintenance Level Descriptions (FSH 7709.58, see Appendices for additional travel management definitions and trail construction / maintenance descriptions)

Maintenance Level 1 (OML 1). Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 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 nonmotorized uses.

Maintenance Level 2 (OML 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.

Maintenance Level 3 (OML 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.

Maintenance Level 4 (OML 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.

Maintenance Level 5 (OML 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."

EXISTING ROAD & TRAIL SYSTEM AND HISTORIC USE (Step 2)

The analysis area is located primarily in the Towns of Winhall and Peru, with small areas in Londonderry and Landgrove. Londonderry is in Windham County, Vermont while the other three Towns are in Bennington County, Vermont. Primary access to the area is provided by two east/west State routes -VT 11 and VT 30, which connect to north/south State (VT 100) and US (US 7) routes on either side of the Green Mountain range. There are also a few Class 2 and 3 Town Highways in the project area that provide collector access to the larger State and US routes. These are South Road, Winhall Hollow Road, and French Hollow Road. Several Forest roads, over 40 local Town Highways, and more than a dozen private roads; provide the remaining network of motor vehicle access to the project area.

The Catamount Trail, a statewide cross country ski trail, runs northeast-southwest through the length of the Nordic area. The Macartney House has a system of cross country trails that are located in C68. These trail systems have a short section which is presently located on private land in C68, near stands 43 and 4. The Swedish Ski Club has informally used a system of existing skid trails and old farm roads within C69 and 66 as an extension of their cross-country ski trail system located on private lands. A small section of the Appalachian / Long Trail and Vermont Association of Snow Travelers (VAST) Corridor 7 crosses the very western portion of C64 near FR 286. The only existing maintained trailhead parking facility located in the area is at the end of FR286 – Bromley Parking Lot Road, for trail NST 1 – Appalachian / Long Trail and VAST Corridor 7 Trail access. This parking lot provides space for approximately 30-40 passenger cars.

The Nordic area has a history of clearing for farmland, and harvesting for fuelwood and building materials during the 18th and 19th century. Historic sites such as stonewalls, cellar holes, stone wells, open fields, and apple orchards are found throughout the area. Reforestation, in the form of softwood plantations, and natural regeneration, followed farm abandonment during the 1930s. With the development of ski areas surrounding the Nordic area (i.e. Bromley and Stratton), housing development and rural road construction covered the landscape. Large homes, with associated clearings in the form of grass lawns, continue to be constructed on private lands directly adjacent to forested NFS lands. During the years of Forest Service (FS) ownership, the FS has nurtured this landscape on NFS lands back to a forested environment through a combination of management projects and letting nature take its course.

Table 1 displays all known public roads and trails in the analysis area, their current physical status, mileage, jurisdiction, management area located in, and operational maintenance level (Forest Service jurisdiction only). Information on Town Highways (TH) such as Town, Class, and mileage is provided, and is based on information contained in the State General Highway Map for each Town. Note: there are several numbered Forest Roads (FR) and Forest Highways (FH) in the analysis area that are not under Forest Service jurisdiction.

Table 1 – Nordic Analysis Area Existing Public Roads and Trails

Road Name	Road ID#	Road Length, Miles	Open Road, Miles	Closed or Stored Road, Miles	Mgmt. Area	FS Jurisdiction, Miles	Local or Other Jurisdiction, Miles	OML (FS) Class (TH)
VT State Highway VT Rte 11	SR 11	7.086	7.086	0	3.1	-	7.086	N.A.
VT State Highway VT Rte 30	SR 30	3.619	3.619	0	3.1	-	3.619	N.A.
Eddy Brook a.k.a. Read Road and Old Manchester Road	FR 256 TH 7 TH 24	3.26 1.40 1.86	3.26 1.40 1.86	0 0 0	3.1 3.1 3.1	- Winhall Peru	Town Hwy. 0.21/1.19 1.03/0.83	N.A. Class 3 / 4 Class 3 / 4
Peru Road a.k.a. South Road South Road	FR 257 TH 2 TH 3	3.45 1.15 2.30	3.45 1.15 2.30	0 0 0	3.1 3.1 3.1	- Winhall Peru	Town Hwy. 1.15 2.30	N.A. Class 3 Class 2
Morris Brook a.k.a. Pierce Road	FR 258 TH 18	0.42 0.42	0.42 0.42	0 0	3.1 3.1	- Peru	Town Hwy. 0.36/0.06	N.A. Class 3 / 4
Burnt Meadow a.k.a. Landgrove Hollow	FR 281 TH 12	0.75 1.28	0.75 1.28	0 0	3.1 3.1	0.40 Landgrove	- 0.35/0.93	OML 2 Class 3 / 4
Mud Pond West a.k.a. Halstead Lane	FR 282 TH 22	1.70 1.70	1.70 1.70	0 0	3.1 3.1	- Peru	Town Hwy. 0.85/0.85	N.A. Class 3 / 4
Mud Pond West Spur	FR 282A	0.40	0	0.40	3.1	0.40	-	OML 1
Bromley Parking Lot	FR 286	0.06	0.06	0	3.1	0.06	-	OML 3
Flood Brook a.k.a. Brophy / Rowley Lane	FR 297 TH 26	2.00 2.00	2.00 2.00	0 0	3.1 3.1	- Londonderry	Town Hwy. 0.85/1.15	N.A. Class 3 / 4
County Line a.k.a. Beattie Road	FR 303 TH 31	1.66 0.38	1.66 0.38	0 0	3.1 3.1	- Londonderry	Town Hwy. 0.14/0.24	N.A. Class 3 / 4
French Hollow Road	FR306/FH2 TH 6	3.54 3.54	3.54 3.54	0 0	3.1 3.1	- Winhall	3.54 3.54	N.A. Class 3
Mill Brook North a.k.a. French Hollow Ext.	FR 314 TH 5	1.20 1.20	1.20 1.20	0 0	3.1 3.1	- Winhall	Town Hwy. 0.23/0.97	N.A. Class 3 / 4
French Hollow South	FR 315	0.20	0	0.20	3.1	0.20	-	OML 1
Snow Valley Road	FR 428	0.06	0.06	0	3.1	0.06	-	OML 2
Bromley South	FR 429	0.09	0.09	0	3.1	0.09	-	OML 2
Winhall Hollow Road	TH 2	6.48	6.48	0	3.1	Winhall	6.48	Class 2
Sylvan Ridge Road	TH 2	1.15	1.15	0	3.1	Winhall	1.15	Class 3
Highwood Road	TH 10	0.34	0.34	0	3.1	Winhall	0.34	Class 3
Old Town Road	TH 11	1.37	1.37	0	3.1	Winhall	1.37	Class 3
Snow Valley Road	TH 16	0.46	0.46	0	3.1	Winhall	0.46	Class 3

Road Name	Road ID#	Road Length, Miles	Open Road, Miles	Closed or Stored Road, Miles	Mgmt. Area	FS Jurisdiction, Miles	Local or Other Jurisdiction, Miles	OML (FS) Class (TH)
Old Vermont 30	TH 23	0.31	0.31	0	3.1	Winhall	0.31	Class 3
Capen Road	TH 24	0.33	0.33	0	3.1	Winhall	0.33	Class 3
Unknown	TH 25	0.19	0.19	0	3.1	Winhall	0.19	Class 4
Unknown	TH 30	0.15	0.15	0	3.1	Winhall	0.15	Class 3
Glendon Hills Road	TH 35	0.39	0.39	0	3.1	Winhall	0.39	Class 3
Signal Hill Road	TH 40	0.34	0.34	0	3.1	Winhall	0.34	Class 3
Beaver Street	TH 55	0.48	0.48	0	3.1	Winhall	0.48	Class 3
Woods & Water Road	TH 58	0.43	0.43	0	3.1	Winhall	0.43	Class 3
Golden Triangle	TH 62	0.41	0.41	0	3.1	Winhall	0.41	Class 3
Deer Street	TH 63	0.21	0.21	0	3.1	Winhall	0.21	Class 3
Upper Woods & Water	TH 64	0.24	0.24	0	3.1	Winhall	0.24	Class 3
Deer Yard Road	TH 77	0.30	0.30	0	3.1	Winhall	0.30	Class 3
Road to Mill Brook	TH 78	0.47	0.47	0	3.1	Winhall	0.47	Class 3
Hapgood Pond Road	FH 3 TH 1	3.24	3.24	0	3.1	Peru	3.24	Class 2
Main Street	TH 2	0.64	0.64	0	3.1	Peru	0.64	Class 2
Lovers Lane	TH 16	1.01	1.01	0	3.1	Peru	1.01	Class 3
Unknown	TH 17	0.04	0.04	0	3.1	Peru	0.04	Class 3
Russel Road	TH 19	0.22	0.22	0	3.1	Peru	0.22	Class 3
Bromley Farm Road	TH 21	0.41	0.41	0	3.1	Peru	0.41	Class 3
Rock Bottom Lane	TH 23	0.25	0.25	0	3.1	Peru	0.25	Class 3
Walts Camp Road	TH 25	0.25	0.25	0	3.1	Peru	0.25	Class 3
Bradford Road	TH 27	0.17	0.17	0	3.1	Peru	0.17	Class 3
Hubble Road	TH 31	0.28	0.28	0	3.1	Peru	0.28	Class 3
Adams Lane	TH 32	0.17	0.17	0	3.1	Peru	0.17	Class 3
Beachwood Lane	TH 35	0.42	0.42	0	3.1	Peru	0.42	Class 3
Winhall Hollow Road	TH 6	3.12	3.12	0	3.1	Londonderry	0.10/3.02	Class 3 / 2
Sherwood Forest / Tallwood Circle	TH 66	1.19	1.19	0	3.1	Londonderry	1.19	Class 3
Winhall Hollow Road	TH 3	0.10	0.10	0	3.1	Landgrove	0.10	Class 2
West Ridge Road	TH 9	1.58	1.58	0	3.1	Landgrove	1.58	Class 3
Brook Road	TH 11	0.75	0.75	0	3.1	Landgrove	0.65/0.10	Class 3 / 4
TOTAL (ROADS)	-	58.315	57.715	0.60	-	1.21	57.105	-

Trail Name	Trail ID#	Trail Length, Miles	Open Trail, Miles	Closed or Stored Trail, Miles	Mgmt. Area	FS Jurisdiction, Miles	Cooperators / SUP Holders	Trail Type
Appalachian / Long	NST 1	0.40	0.40	0	8.1	0.40	ATC / GMC	Hiking
Corridor 7	FT 385	0.40	0.40	0	8.1	0.40	VAST	Snowmobile
Catamount	?	6.30	6.30	0	3.1	6.30	CTA	XC Skiing
Macartney House	FT509.08	0.90	0.90	0	3.1	0.90	Macartney	XC Skiing
Macartney House	FT509.07	0.30	0.30	0	3.1	0.30	Macartney	XC Skiing
Macartney House	FT509.06	0.30	0.30	0	3.1	0.30	Macartney	XC Skiing
Macartney House	FT509.12	1.50	1.50	0	3.1	1.50	Macartney	XC Skiing
TOTAL (TRAILS)	-	10.10	10.10	0	-	10.10	-	-

	Forest Service jurisdiction
	Forest Highways.

Table 2 displays the current condition number of acres, miles of existing road, and road density by management area.

Table 2 - Analysis Area Road Density – Existing/Current, All Roads

MA	Approx. Acres	Sq. Miles	Existing Roads, miles	Existing Roads, mi./sq. mi.	Remarks
3.1	5,307	8.294	58.315 1.21	7.031 0.146	All roads NFS roads only
7.1	80	0.125	0	0	Roads allowed by permit
8.1	4	0.006	0.06	10.0	New roads not permitted unless to provide access to private land
8.7	80	0.125	0	0	New roads not permitted unless to provide access to private land or protect / contribute to MA values

The Forest Service uses a nationally recognized classification system called the Recreation Opportunity Spectrum (ROS) to describe different recreation settings, opportunities, and experiences to help guide recreation management activities (USDA 1986). The 2006 Forest Plan refers to ROS in two different ways including the inventoried ROS and desired ROS (Forest Plan FEIS, p. 3-200). The inventoried ROS is the current inventory or existing condition of recreation settings. The desired ROS is the direction recreation management actions take to achieve the

desired recreation setting. Each Management Area is assigned a desired ROS in the 2006 Forest Plan. Table 3 displays the differences between the inventoried and desired ROS classes for the Nordic Project Area.

Table 3 – Inventoried ROS and Desired ROS in the Nordic Project Area

Recreation Opportunity Spectrum (ROS) Class	Inventoried ROS acres (percent)	Desired ROS acres (percent)
Semi-primitive non-motorized (SPNM)	0 (0%)	147 (2%)
Roaded Natural (RN)	4,514 (78%)	5,605 (97%)
Rural (R)	1,279 (22%)	55 (1%)

ISSUES & ASSESSING BENEFITS, PROBLEMS, AND RISKS (Steps 3 & 4)

Road and trail related issues/comments from the public that came up during the scoping of the Nordic project are as follows:

- Winter trail use coordination with timber harvest activities.
- Unauthorized motorized vehicle access on haul roads and skid trails.
- Construction of new spur roads to landings.
- Clarification of the status of the trails used by the Swedish Ski Club.
- Concerns about recreational trail access through clear cuts.
- Effects of roads and logging on biodiversity.

These issues are addressed in the following assessment of benefits, problems, and risks (please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 29-74); as well as in the Nordic EA (see Chapter/Section references) and this Reports' Recommendations (p. 22).

Ecosystem Functions and Processes (EF)

EF (1) Issue: What ecological attributes, particularly those unique to the region, would be affected by roading of currently unroaded areas?

No inventoried roadless areas are located within the analysis area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 29-30.

EF (2) Issue: To what degree does the presence, type, and location of roads / trails increase the introduction and spread of exotic plant and animal species, insects, diseases, and parasites? What are the potential effects of such introductions to plant and animal species and ecosystem function in the area?

Proposed activities will take necessary precautions according to Forest standards and guidelines to minimize the potential for contamination from outside sources. This includes, but is not limited to, road construction, road maintenance and logging equipment. See also Nordic EA Chapter/Section 3.10.

EF (3) Issue: To what degree does the presence, type, and location of roads / trails contribute to the control of insects, diseases, and parasites?

Road access obviously facilitates human-conducted controls of pests, but is often not critical to the operation as much of it involves aerial applications. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 33-35.

EF (4) Issue: How does the road / trail system affect ecological disturbance regimes in the area?

Not an issue for this analysis area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 35.

EF (5) Issue: What are the adverse effects of noise, caused by developing, using, and maintaining roads and trails?

Noise from road and possibly trail construction, logging, and maintenance equipment can be distracting when present, but the infrequent and brief activities expected from in analysis area are not considered to present a significant adverse effect. Long term maintenance for the small number and type of roads on Forest land in this area will be negligible. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 35-36.

Aquatic, Riparian Zone, and Water Quality (AQ)

AQ (1) Issue: How and where does the road / trail system modify the surface and subsurface hydrology of the area?

On most roads and trails surface water is captured in ditches and transported to culverts or water bars, usually located in grade sags. When built properly and maintained occasionally these provide little change to surface and subsurface hydrology on the type of terrain and road / trails within this project area. See also Nordic EA Chapter/Section 3.3 and 3.4.

AQ (2) Issue: How and where does the road / trail system generate surface erosion?

Surface erosion and associated sedimentation are related to the effectiveness of road and trail maintenance. Insufficient road or trail maintenance is often accountable for disruptions in harmonious water/road interaction. These disruptions lead to subsequent and more critical disruptions, sometimes resulting in sediment deposits to streams. See also Nordic EA Chapter/Section 3.3 and 3.4.

AQ (4) Issue: How and where do road/trail-stream crossings influence local stream channels and water quality?

No crossings over live water were noted to exist within the analysis area on Forest roads. Crossings over live water would only occur during road / trail bridge or culvert construction, and would be coordinated with approval of the State ANR. Any new permanent stream crossings above water will be designed to pass aquatic species. See also Nordic EA Chapter/Section 3.4 and 3.5.

AQ (5) Issue: How and where does the road/trail system create potential for pollutants, such as chemical spills, oils, de-icing salts, or herbicides to enter surface waters?

Forest roads and trails within the analysis area pose negligible pollution potential. Forest roads are not salted, and do not typically transport commercial traffic. See also Nordic EA Chapter/Section 3.4.

AQ (6) Issue: How and where is the road/trail system hydrologically connected to the stream system? How do the connections affect water quality and quantity?

Shorter runoff relief intervals ensure more dispersed runoff, which helps reduce channeling. Outsloped roads and trails are also an effective means of dispersal, but can present safety problems. See also Nordic EA Chapter/Section 3.4.

AQ (7) Issue: What downstream beneficial uses of water exist in the area? What changes in uses and demand are expected over time? How are they affected or put at risk by road/trail-derived pollutants?

Many projects and changes in management techniques have been directed toward improving aquatic species habitat for more than a decade. Road and trail maintenance activities have been adjusted to minimize the potential for siltation. Continued vigilance, adherence to Forest Plan standards and guidelines, and efforts to enhance water quality within the analysis area will ensure future enjoyment of its downstream beneficial uses. See also Nordic EA Chapter/Section 3.4 and 3.5.

AQ (8) Issue: How and where does the road / trail system affect wetlands?

Wetlands exist in the analysis area. The Forest road and trail system within the analysis area is not near enough to any identified wetland areas that it would have an affect on them. Forest system roads and trails are built and maintained to avoid effects on wetlands. See also Nordic EA Chapter/Section 3.3 and 3.4.

AQ (9) Issue: How does the road system alter physical channel dynamics, including isolation of floodplains; constraints on channel migration; and the movement of large wood, fine organic matter, and sediment?

Not an issue for this project. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 41.

AQ (10) Issue: How and where does the road/trail system restrict the migration and movement of aquatic organisms? What aquatic species are affected, and to what extent?

This issue is being addressed in a forest-level program that has identified and prioritized barrier problems. Funding has been secured to begin the program to design and implement solutions to the problems. None of these barriers have been identified within the analysis area. See also Nordic EA Chapter/Section 3.5.

AQ (11) Issue: How does the road / trail system affect shading, litter fall, and riparian plant communities?

Road maintenance activities are directed toward minimum disturbance of vegetation to meet maintenance objectives. This does not seem to be an issue within the analysis area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 42.

AQ (12) Issue: How and where does the road/trail system contribute to fishing, poaching, or direct habitat loss for at-risk aquatic species?

This is not an issue within the analysis area. See also Nordic EA Chapter/Section 3.5 and please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 42-43.

AQ (13) Issue: How and where does the road/trail system facilitate the introduction of non-native aquatic species?

This is not an issue within the analysis area. See also Nordic EA Chapter/Section 3.5 and please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 43.

AQ (14) Issue: To what extent does the road/trail system overlap with areas of exceptionally high aquatic diversity or productivity, or areas containing rare or unique aquatic species or species of interest?

This is not an issue within the analysis area. See also Nordic EA Chapter/Section 3.5 and please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 43-45.

Terrestrial Wildlife (TW)

TW (1) Issue: What are the direct effects of the road/ trail system on terrestrial species habitat?

Forest roads and trails in the analysis area have little direct effect on wildlife habitat. See also Nordic EA Chapter/Section 3.2 and please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 45-48.

TW (2) Issue: How does the road/trail system facilitate human activities that affect habitat?

This is not an issue within the analysis area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 48.

TW (3) Issue: How does the road and trail system affect legal and illegal human activities (including trapping, hunting, poaching, harassment, road kill, or illegal kill levels)? What are the effects on wildlife species?

Roads and trails allow access for hunters within the analysis area. While this is generally not an issue this access can be used for poaching. See also Nordic EA Chapter/Section 3.2 and please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 48-49.

TW (4) Issue: How does the road/trail system directly affect unique communities or special features in the area?

This is not an issue within the analysis area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 49-51.

Timber Management (TM)

TM (1) Issue: How does road/trail spacing and location affect logging system feasibility?

Efficient and economical road spacing for ground based logging systems on terrain found in the project area utilize an average 1300 to 5000 feet skid distance to the farthest harvest unit in order to balance economical yarding cost with road density. In general, close road spacing results in quick turn times and higher production that reduces yarding cost and increases stumping value. Although closer road spacing can increase the total road cost due to more roads, this cost can be

reduced with the use of temporary roads. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 52-53.

TM (2-3) Issue: How does the road/trail system affect managing the suitable timber base and other lands? How does the road/trail system affect access to timber stands needing silvicultural treatment?

Please reference the Forest-wide Roads Analysis Process Report, Step 4, pp 53-54.

Minerals Management (MM)

MM (1) Issue: How does the road system affect access to locatable, leasable, and salable minerals?

There are no known minerals in the project area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 54.

Water Production (WP)

WP (2) Issue: How does road/trail development and use affect water quality in municipal watersheds?

The Winhall River municipal watershed exists to the southwest of the analysis area, and is very unlikely to be affected by activities in the project area.

Special Forest Products (SP)

SP (1) Issue: How does the road/trail system affect access for collecting special forest products?

Permits for collecting special forest products are issued to utilize the existing transportation system. Policy dictates that use of a closed road is permitted only if the objective of the closure is not compromised and the task cannot be otherwise accomplished. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 55-56.

Special-Use Permits (SU)

SU (1) Issue: How does the road/trail system affect managing special-use permit sites?

Special use permits have, and will continue to exist within the project area, but have not typically been an issue relative to the Forest road / trail systems. See also Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, p 56.

General Public Transportation (GT)

GT (1) Issue: How does the road/trail system connect to public roads / trails and primary access to communities?

Not an issue for this project area. State and Town highways provide the vast majority of connections and access for the area. Forest roads and trails primarily provide access for recreation, and vegetation management.

GT (2) Issue: How does the road/trail system connect large blocks of land in other ownerships to public roads / trails?

Not an issue for this project area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 57.

GT (3) Issue: How does the road/trail system affect managing roads / trails with shared ownership or limited jurisdiction?

The Forest Service has full jurisdiction on all National Forest System (NFSR) roads and trails within the analysis area. Other numbered Forest roads and Forest Highways are under Town jurisdiction. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 57-59.

GT (4) Issue: How does the road/trail system address the safety of road / trail users?

FR 286 -Bromley Parking Lot Road is the only road within the analysis area that is maintained for passenger car traffic and subject to the Federal Highway Safety Act. Other open roads within the analysis area are maintained for high-clearance vehicles. The Forest Service is responsible for providing for safe travel on these roads (and on Forest trails) as well, but users are expected to be aware of hazards associated with these lower standard roads. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 59-60.

Administrative Use (AU)

AU (1) Issue: How does the road/trail system affect access for research, inventory, and monitoring?

Road closures within the analysis area have been in place for a decade or more. Research, inventory, and monitoring practices adhere to the policy on administrative use of closed roads. This increases the costs for research, inventory, and monitoring activities. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 60-61.

AU (2) Issue: How does the road/trail system affect investigative or enforcement activities?

Unauthorized trail uses associated with summer off-road vehicles and snowmobiles have been said to occur in the Nordic area, although the GMNF has no data as to what extent. Field inspections and conversation with Forest Service law enforcement indicate that unauthorized motorized activity in the Nordic area is incidental and not considered a 'hot spot' for illegal motorized activity on the GMNF. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 61.

Protection (PT)

PT (1) Issue: How does the road/trail system affect fuels management?

Not an issue for this project area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 61.

PT (2) Issue: How does the road/trail system affect the capacity of the Forest Service and cooperators to suppress wildfires?

Not an issue for this project area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 61.

PT (3) Issue: How does the road/trail system affect risk to firefighters and to public safety?

Not an issue for this project area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 62.

PT (4) Issue: How does the road/trail system contribute to airborne dust emissions resulting in reduced visibility and human health concerns?

Not an issue for this project area. Please also reference the Forest-wide Roads Analysis Process Report, Step 4, p 62.

Unroaded Recreation (UR)

UR (1) Issue: Is there now or will there be in the future excess supply or excess demand for unroaded recreation opportunities?

The demand for unroaded recreation has steadily increased with the use of ATV's, and uncontrolled ORV use is an issue of national urgency. Education and consistent, persistent enforcement will be the key to success. Other unroaded recreation in the analysis area includes hunting, hiking, and nordic skiing to name a few. See also Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, p 62.

UR (2) Issue: Is developing new roads into unroaded areas, decommissioning of existing roads, or changing the maintenance of existing road/trails causing substantial changes in the quantity, quality, or type of unroaded recreation opportunities?

Not an issue for this project area. See also Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 62-63.

UR (3) Issue: What are the effects of noise and other disturbances caused by developing, using, and maintaining roads on the quantity, quality, and type of unroaded recreation opportunities?

Unroaded recreation experiences are likely to be slightly impacted by noises associated with the use of roads in adjacent roaded areas. See also Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, p 63.

UR (4) Issue: Who participates in unroaded recreation in the areas affected by constructing, maintaining, and decommissioning roads?

The primary recreation users of unroaded areas are hikers, skiers, and other non-motorized recreationists. At particular times of year there may also be use by hunters, anglers, berry pickers, birdwatchers and numerous other activities. Many uses, such as equestrian use, are limited by trail restrictions that would restrict riding to roads, unless there is specific approval for individual trails. See also Nordic EA Chapter/Section 3.6.

UR (5) Issue: What are these participants' attachments to the area, how strong are there feelings, and are alternative opportunities and locations available?

Not an issue for this project area. See Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 63-64.

Road-Related Recreation (RR)

RR (1) Issue: Is there now or will there be in the future excess supply or excess demand for roaded recreation opportunities?

The supply of roaded recreation seems to meet the demand within the analysis area. See Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 64-66.

RR (2) Issue: Is developing new roads into unroaded areas, decommissioning of existing roads, or changing the maintenance of existing road/trails causing substantial changes in the quantity, quality, or type of roaded recreation opportunities?

No. There has been very little new road construction activity on the Forest within the past 10 years. Neither have maintenance levels changed over this period of time, and few roads have been decommissioned.

RR (3) Issue: What are the effects of noise and other disturbances caused by developing, using, and maintaining roads on the quantity, quality, and type of roaded recreation opportunities?

Not an issue as there has been little to no activity in the past and any future activity will be minor. See also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 66-67.

RR (4) Issue: Who participates in roaded recreation in the areas affected by constructing, maintaining, and decommissioning roads?

Roaded recreation within the analysis area consists mostly of hunting, snowmobiling, and camping. Not an issue for this project area. See Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 67-69.

RR (5) Issue: What are these participants' attachments to the area, how strong are there feelings, and are alternative opportunities and locations available?

Not an issue for this project area. See Nordic EA Chapter/Section 3.6 and also reference the Forest-wide Roads Analysis Process Report, Step 4, p 70.

Passive-Use Value (PV)

PV (1) Issue: Do areas planned for road entry, closure, or decommissioning have unique physical or biological characteristics, such as unique natural features and threatened or endangered species?

See Nordic EA Chapter/Section 3.2 and 3.9 and also reference the Forest-wide Roads Analysis Process Report, Step 4, p 70.

PV (2) Issue: Do areas planned for road entry, closure, or decommissioning have unique cultural, traditional, symbolic, sacred, spiritual, or religious significance?

See Nordic EA Chapter/Section 3.8 and also reference the Forest-wide Roads Analysis Process Report, Step 4, pp 70-71.

PV (3) Issue: What, if any groups of people hold cultural, symbolic, spiritual, sacred, traditional, or religious values for unroaded areas planned for road entry or road closure.

To date, such values have not been specifically identified. However, it is known that both the Abenaki and Mohican tribes have a cultural legacy on these lands and they should therefore be consulted if road entry or road closure actions pertaining to unroaded areas are proposed. See also Nordic EA Chapter/Section 3.8.

Social Issues (SI)

SI (1) Issue: What are the people's perceived needs and values for roads/trails? How does the road/trail management affect people's dependence on, need for, and desire for roads/trails?

Not an issue for this project area. This question is more appropriately addressed at the Forest scale. See the Forest-wide Roads Analysis Process Report, Step 4, p 71.

SI (2) Issue: What are the people's perceived needs and values for access? How does the road/trail management affect people's dependence on, need for, and desire for access?

Not an issue for this project area. This question is more appropriately addressed at the Forest scale. See the Forest-wide Roads Analysis Process Report, Step 4, pp 71-72.

SI (3) Issue: How does the road/trail system affect access to paleontological, archaeological, and historical sites?

Not an issue for this project area. See the Forest-wide Roads Analysis Process Report, Step 4, p 72. See also Nordic EA Chapter/Section 3.8.

SI (4) Issue: How does the road/trail system affect cultural and traditional uses, and American Indian treaty rights?

No Native American traditional sites or archaeological sites are known. At this time there is no known affect to Native American sites or traditional uses. Nor do we know of any American Indian Treaty rights which apply to the project area. See also Nordic EA Chapter/Section 3.8 and the Forest-wide Roads Analysis Process Report, Step 4, p 72.

SI (5) Issue: How are roads/trails that are historic sites affected by road management?

Not an issue for this project area. See also Nordic EA Chapter/Section 3.8 and the Forest-wide Roads Analysis Process Report, Step 4, pp 72-73.

SI (7) Issue: What is the perceived social and economic dependency of a community on an unroaded area versus the value of that unroaded area for its intrinsic existence and symbolic values?

Not an issue for this project area. This question is more appropriately addressed at the Forest scale. See the Forest-wide Roads Analysis Process Report, Step 4, pp 73-74.

SI (8) Issue: How does road management affect wilderness attributes, including natural integrity, natural appearance, opportunities for solitude, and opportunities for primitive recreation?

Not an issue for this project area. There are no wilderness areas near the project area.

OPPORTUNITIES AND PRIORITIES (Step 5)Summary, Opportunities, and Remarks

Based on the existing and desired road and trail system condition and issues relative to the proposed project action, the following sets of opportunities were developed:

(OP1) Maintain at Current Level

Opportunity identified for roads and trails that are currently classified and part of a long-term transportation system. It was determined that benefits exist in retaining all existing system roads and trails though maintenance levels will be lowered for two of the roads. There are 1.21 miles of road, and 10.1 miles of trail in this category.

(OP2) Classify Roads or Trails

There were no opportunities for classifying any unauthorized roads and trails in the analysis area. There are some opportunities to classify previously used temporary skid trails as system roads or trails. If classified, these skid trails will be closed to public motorized use. All closures will be by gate, rock barrier, drainage structures removed, or other materials or devices that effectively prevent motorized vehicle access.

(OP3) Road / Trail Decommissioning

All classified roads and trails are needed for recreation or vegetation management, therefore there were no opportunities found for system roads or trails to be decommissioned.

(OP4) Road / Trail Conversion

As with many of the Forest's system roads there are dual uses for many of the roads within the project area as trails, however no conversions to strict use as one or another were identified in this project area.

(OP5) Road and Trail Closures

Current road and trail closure status on existing system roads and trails shall be maintained throughout and after the project. Travel on unauthorized roads or trails are illegal, and any access/use over them shall be dealt with by Forest Service law enforcement personnel. New temporary spur roads and skid trails will be seeded and closed to public motorized use after the project/sale completion. All closures will be by gate, rock barrier, drainage structures removed, or other materials or devices that effectively prevent motorized vehicle access.

(OP6) Road / Trail Construction (Classify)

Several new short spur haul roads were identified as needed for the Nordic project. These spurs are located along previous skid trails, and will be closed to public motorized use after the project/sale completion. All closures will be by gate, rock barrier, drainage structures removed, or other materials or devices that effectively prevent motorized vehicle access.

(OP7) Road / Trail Construction (Temporary)

Several new short spur haul and skid roads were identified as needed for the Nordic project. These spurs and skids are temporary, typically located along previous skid trails, will be re-vegetated to prevent erosion and resource damage, and closed to all use after project completion. All closures

will be by rock barrier, drainage structures removed, or other materials or devices that effectively prevent motorized vehicle access.

(OP8) Road / Trail Reconstruction

No reconstruction opportunities for existing classified roads were found, although most of the system roads in the project area are in need of restoration work that will be completed as part of any work associated with the Nordic project. An opportunity / need was identified on FR315 to make the water crossing of Mill Brook permanent to provide administrative motorized access, and improve pedestrian/nordic ski trail access.

(OP9) Road / Trail Maintenance

No major road or trail maintenance opportunities were identified. Road and trail maintenance by the Forest will continue on roads open to the public commensurate with available funding, club and Town cooperative agreements, current road management objectives, and established maintenance levels. There is an opportunity / need to adjust the Operational Maintenance Levels (OML) on FR428 and FR429 from OML 2 to OML 1 to reflect past, present, and future desired maintenance prescriptions.

(OP10) Road Right-of-Ways & Use of Class 3 & 4 Town Highways

Several Rights-of-Ways (ROW) were identified as needed as a part of this project to access timber stands in various compartments where access to Forest land on public roads has become difficult for various reasons. Two ROW's are being sought over private land off of FR 281, one ROW over private land off of FR 306, and one ROW over private land off of FR 303. There are also several Class 3 & 4 Town Highways that may require cooperative agreements for improvements and curb cut permits to insure access to Forest lands.

RECOMMENDATIONS (Step 6)

Identification of needed and unneeded roads and trails within the analysis area.

(OP1) Maintain at Current Level & (OP9) Road & Trail Maintenance

The following table (Table 4) shows the existing Forest roads and trails and recommendations for their status, classification, and maintenance level based on the existing conditions on the ground; transportation needs in the project area; consideration of scoping issues; and assessment of benefits, problems, and risks.

Table 4 – Road System/Classification Review and Recommendations

ROAD or TRAIL ID	ROAD / TRAIL NAME	CURRENT ROAD / TRAIL SYSTEM or CLASSIFICATION	POST-ANALYSIS ROAD/ TRAIL SYSTEM or CLASSIFICATION RECOMMENDATION	Objective Maintenance Level (OML)
FR 256 TH 7 / 24	Eddy Brook a.k.a Read/Old Manchester	Forest Road (FR) Town Highway (TH)	Forest Road (FR) Town Highway (TH)	Town jurisdiction
FR 257 TH 2 / 3	Peru Road a.k.a. South Road	Forest Road (FR) Town Highway (TH)	Forest Road (FR) Town Highway (TH)	Town jurisdiction
FR 258 TH 18	Morris Brook Pierce Road	Forest Road (FR) Town Highway (TH)	Forest Road (FR) Town Highway (TH)	Town jurisdiction

ROAD or TRAIL ID	ROAD / TRAIL NAME	CURRENT ROAD / TRAIL SYSTEM or CLASSIFICATION	POST-ANALYSIS ROAD/ TRAIL SYSTEM or CLASSIFICATION RECOMMENDATION	Objective Maintenance Level (OML)
FR 281	Burnt Meadow a.k.a.	National Forest System Road (NFSR)	National Forest System Road (NFSR)	2
TH 12	Landgrove Hollow	Town Highway (TH)	Town Highway (TH)	Town jurisdiction
FR 282	Mud Pond West	Forest Road (FR)	Forest Road (FR)	Town jurisdiction
TH 22	Halstead Lane	Town Highway (TH)	Town Highway (TH)	Town jurisdiction
FR 282A	Mud Pond West Spur	National Forest System Road (NFSR)	National Forest System Road (NFSR)	1
FR 286	Bromley Parking Lot	National Forest System Road (NFSR)	National Forest System Road (NFSR)	3
FR 297	Flood Brook a.k.a.	Forest Road (FR)	Forest Road (FR)	Town jurisdiction
TH 26	Brophy/Rowley Lane	Town Highway (TH)	Town Highway (TH)	Town jurisdiction
FR 303	County Line a.k.a.	Forest Road (FR)	Forest Road (FR)	Town jurisdiction
TH 31	Beattie Road	Town Highway (TH)	Town Highway (TH)	Town jurisdiction
FR306/FH2	French Hollow Road	Forest Highway (FH)	Forest Highway (FH)	Town jurisdiction
TH 6		Town Highway (TH)	Town Highway (TH)	Town jurisdiction
FH 3	Hapgood Pond Road	Forest Highway (FH)	Forest Highway (FH)	Town jurisdiction
TH 1		Town Highway (TH)	Town Highway (TH)	Town jurisdiction
FR 314	Mill Brook No. a.k.a.	Forest Road (FR)	Forest Road (FR)	Town jurisdiction
TH 5	French Hollow Ext.	Town Highway (TH)	Town Highway (TH)	Town jurisdiction
FR 315	French Hollow South	National Forest System Road (NFSR)	National Forest System Road (NFSR)	1
FR 428	Snow Valley Road	National Forest System Road (NFSR)	National Forest System Road (NFSR)	1 *
FR 429	Bromley South	National Forest System Road (NFSR)	National Forest System Road (NFSR)	1 *
NST 1	Appalachian / Long	National Scenic Trail (NST)	National Scenic Trail (NST)	
FT 385	VAST Corridor 7	Forest Trail (FT)	Forest Trail (FT)	
???	Catamount	Forest Trail (FT)	Forest Trail (FT)	
FT 509.08	Macartney House	Forest Trail (FT)	Forest Trail (FT)	
FT 509.07	Macartney House	Forest Trail (FT)	Forest Trail (FT)	
FT 509.06	Macartney House	Forest Trail (FT)	Forest Trail (FT)	
FT 509.12	Macartney House	Forest Trail (FT)	Forest Trail (FT)	

* - Change from OML 2 to OML 1 recommended (see below).

Review of Table 4 shows that all existing roads and trails in the project area under Forest Service jurisdiction (NFSR, NST, NRT, or FT designations) are recommended to remain on the GMNF road and trail systems. It is also recommended that all Town jurisdiction Forest Roads (FR) and Forest Highways (FH) remain with their current designations.

The recommendation to retain the existing trails reflects the publics' desire (evidenced by Nordic EA scoping comments) to keep and maintain them, and current Forest Plan direction and guidance (see additional discussion of existing trails in the Nordic EA Chapter/Section 3.6).

The recommendation to retain the existing roads reflects continued needs for vegetation management and recreation access; and (based on Nordic EA scoping comments) no desire from

the public to remove specific roads from the system. There are only 6 NFSR (Forest Service jurisdiction) roads in the project area. The total mileage of all these roads is 1.21 miles. This is compared to over 10.7 miles of State jurisdiction, and 46.4 miles of Town jurisdiction roads. Specific information / recommendations for each road are as follows:

FR 281 Burnt Meadow Road – This is an OML 2 (high clearance) road that provides access for nordic ski recreation and access to Red Pine Drive (private road) inn-holdings. This road will provide access to timber stands on Forest land to the southwest of State Route 11 and Landgrove Hollow Road (TH 12) and around and north of Burnt Meadow Brook (Stands 4, 42, 43, 16, 18, and 21 in C68 on the Nordic EA map). Upon completion of any administrative access via this road, it is recommended it; receive treatments focusing on preventing damage to adjacent resources and designed for future limited maintenance, and remain as an OML 2 road.

FR 282A Mud Pond West Spur – This is an OML 1 (closed to public motorized use) road that has been in a ‘stored’ status to be used for future administrative access. This road provides access to timber stands on Forest land to the west of Mud Pond (Stands 5 & 6 in C68 on the Nordic EA map). Upon completion of any administrative access via this road, it is recommended it; receive treatments focusing on preventing damage to adjacent resources and designed for future custodial maintenance, have administrative and physical controls installed where it intersects Halstead Lane (TH 22), and remain an OML 1 road.

FR 286 Bromley Parking Lot – This is an OML 3 (suitable for passenger cars) paved road that provides access and parking for the Appalachian Trail / Long Trail (AT/LT) and the VAST Corridor 7 snowmobile trail. This road could also provide access via Corridor 7 to land in MA 3.1 just south and east of Bromley Brook. The road and parking lot can hold between 30-40 passenger cars, and meets current and future expected needs for this area.

FR 315 French Hollow South – This is an OML 1 (closed to public motorized use) road that has been in a ‘stored’ status to be used for future administrative access. This road will provide access to; timber stands on Forest land to the south of French Hollow Road (Stands 13, 110, 18 & 24 in C69 on the Nordic EA map) for cross-country skiing recreation, and for maintenance of wildlife openings. Upon completion of any administrative access via this road, it is recommended it; receive treatments focusing on preventing damage to adjacent resources and designed for future custodial maintenance, have administrative and physical controls installed where it intersects French Hollow Road (TH 6), and remain an OML 1 road.

FR 428 Snow Valley Road – This is an OML 2 (high clearance) road that has actually been in a ‘stored’ status with physical controls to prevent access and is therefore recommended to be reclassified as an OML 1 (closed to public motorized use) road to only be used for future administrative access. This road provides access to timber stands on Forest land to the southwest of the State Route 11 & 30 intersection (Stand 6 in C64 on the Nordic EA map). Upon completion of any administrative access via this road, it is recommended it; receive treatments focusing on preventing damage to adjacent resources

and designed for future custodial maintenance, have administrative and physical controls installed where it intersects State Route 30, and be classified an OML 1 road.

FR 429 Bromley South – This is an OML 2 (high clearance) road that has actually been in a ‘stored’ status with physical controls to prevent access and is therefore recommended to be reclassified as an OML 1 (closed to public motorized use) road to only be used for future administrative access. This road provides access to timber stands on Forest land to the south between State Route 11 and Mill brook (Stands 21, 101 & 7 in C64 and Stands 18 & 24 in C65 on the Nordic EA map). Upon completion of any administrative access via this road, it is recommended it; receive treatments focusing on preventing damage to adjacent resources and designed for future custodial maintenance, have administrative and physical controls installed where it intersects State Route 11, and be classified an OML 1 road.

(OP2) Classify Roads or Trails

The following paragraphs identify old skid trails and recommendations for their status, classification, and maintenance level based on the existing conditions on the ground; transportation needs in the project area; consideration of scoping issues; and assessment of benefits, problems, and risks. Specific information / recommendations for each of them are as follows:

Swedish Ski Club Trails – There is an existing network of old skid trails on Forest land to the south of French Hollow Road and north of Red Brook that has been informally operated and maintained as a Nordic ski trail by the Swedish Ski Club. It is recommended to formalize the use of approximately 4.5 miles of this network of trails and designate them as Forest system trails. Operation and maintenance of these trails will be through a cooperation agreement with the club. The trails are recommended to be managed for cross-country skiing only and designed to Trail Class 2 standards with no grooming using mechanical equipment.

FR 256A Eddy Brook Spur (off Winhall TH 7) – It is recommended that a 0.1 mile section of old skid trail located off of Read Road (Winhall TH 7) at approximate milepost 0.8 be improved to function a spur haul road accessing Forest lands to the southwest of Read Road and northeast of Eddy Brook (Stands 10, 14-16, 20, 22-24, and 106, in C67 on the Nordic EA map). It is also recommended that this spur be placed on the NFSR system as an OML 1 road (closed to public motorized use) to provide access for maintenance of wildlife openings, and future timber harvesting. The first section of this road will require the reconstruction of an existing stone culvert that has collapsed. The reconstruction will include installation of a bottomless pipe arch culvert with incorporation of existing large stones at the site for the inlet and outlet headwalls. This will insure the structure retains its historic character and passes aquatic organisms according to Forest Plan Standards and Guidelines (S&Gs), while providing safe access to Forest land. The Forest Service will work with the Town to obtain the necessary Town highway access permit (see also OP10), and the State regarding the stream crossing permit.

(OP6) Road / Trail Construction (Classify)

The following paragraphs identify opportunities / priorities to construct new roads or trails on previously undisturbed ground with recommendations for their classification, and maintenance level based on the existing conditions on the ground; transportation needs in the project area; consideration of scoping issues; and assessment of benefits, problems, and risks. Specific information / recommendations for each of them are as follows:

Catamount Trail Parking on South Road (Peru TH 3) – It is recommended that a parking area for approximately 5 cars (0.05 miles) be created on the north side of South Road approximately 0.14 miles east of the Walts Camp Road intersection where the Catamount Trail crosses South Road. This would provide a safe area for Catamount Trail skiers to park, and would be coordinated with the Town of Peru to provide for the construction and maintenance since the road is under their jurisdiction. The parking area would mainly be within the existing Town ROW, but would be on Forest land and could be considered to be added to the NFSR system as an OML 3 (suitable for passenger cars) parking area.

(OP7) Road / Trail Construction (Temporary)

The following paragraphs identify old skid trails and recommendations for their status as temporary spur haul roads or trails based on the existing conditions on the ground; transportation needs in the project area; consideration of scoping issues; and assessment of benefits, problems, and risks. A few of these temporary spur haul roads and trails would be new. It is recommended that all spur haul roads and associated skid trails be temporary and after administrative use; have any drainage structures removed (reconditioning areas to prevent erosion and damage to area resources), have all disturbed soils seeded according to Forest Plan S&Gs, and be closed to public motorized use. The Forest Service will work with Towns and VTrans to obtain the necessary Town or State highway access permits. Specific information / recommendations for each of them are as follows:

Snow Valley Road Spur & skid trails (Winhall TH 16) – It is recommended that a 0.03 mile section of old skid trail located off of Snow Valley Road at approximate milepost 0.4 from SR-30 be improved to function as a temporary spur haul road accessing Forest lands to the northeast of Snow Valley Road (Stands 5, 6, and 20, in C64 on the Nordic EA map).

SR-11 Road Spur & skid trails (State Route 11) – It is recommended that a 0.15 mile section of old skid trail located off of State Route 11 at approximately 0.04 miles east of the State Route 30 intersection be improved to function as a temporary spur haul road accessing Forest lands to the northeast of State Route 11 and southwest of the private developments near Bromley Ski Area (Stands 1, 19, 23, and 103, in C64 on the Nordic EA map).

SR-30 Road Spur & skid trails (State Route 30) – It is recommended that a 0.13 mile section of old skid trail located off of State Route 30 at approximately 0.4 miles south of the State Route 11/30 intersection be improved to function as a temporary spur haul road accessing Forest lands to the east of State Route 30 and northwest of Mill Brook (Stands 10 and 102, in C64 on the Nordic EA map).

French Hollow Road Spur A & skid trails (Winhall TH 6) – It is recommended that a 0.05 mile section of old skid trail located off of French Hollow Road at approximate milepost 1.1 from SR-30 be improved to function as a temporary spur haul road accessing Forest lands to the north of French Hollow Road and southwest of Mill Brook tributaries (Stands 15, 17, 22, 29, 32, and 33, in C65 on the Nordic EA map).

French Hollow Road Spur B & skid trails (Winhall TH 6) – It is recommended that a 0.02 mile section of old skid trail located off of French Hollow Road at approximate milepost 1.8 from SR-30 be improved to function as a temporary spur haul road accessing Forest lands to the north of French Hollow Road (Stands 4, 5, 8, 10, and 26, in C65 and Stand 22 in C66 on the Nordic EA map).

French Hollow Road Spur C & skid trails (Winhall TH 6) – It is recommended that a 0.2 mile section of old skid trail located off of French Hollow Road at approximate milepost 1.9 from SR-30 be improved to function as a temporary spur haul road accessing Forest lands to the north of French Hollow Road (Stands 3, 8, and 25, in C66 on the Nordic EA map).

French Hollow Road Spur D & skid trails (Winhall TH 6) – It is recommended that a 0.04 mile section of old skid trail located off of French Hollow Road at approximate milepost 2.2 from SR-30 be improved to function as a temporary spur haul road accessing Forest lands to the north of French Hollow Road (Stands 5 and 8, in C66 on the Nordic EA map).

French Hollow Road Spur E & skid trails (Winhall TH 6) – It is recommended that a 0.04 mile section of old skid trail located off of French Hollow Road at approximate milepost 2.5 from SR-30 be improved to function as a temporary spur haul road accessing Forest lands to the north of French Hollow Road (Stands 2, 5, 27, and 52, in C66 on the Nordic EA map).

French Hollow Road Spur F & skid trails (Winhall TH 6) – It is recommended that a 0.03 mile spur road located off of French Hollow Road at approximate milepost 2.7 from SR-30 be constructed to function as a temporary spur haul road accessing Forest lands to the south of French Hollow Road (Stand 9 in C66 on the Nordic EA map).

Old Manchester Road Spur A & skid trails (Peru TH 24) – It is recommended that a 0.5 mile section of old skid trail located off of Old Manchester Road at approximate milepost 0.7 from SR-11 be improved to function as a temporary spur haul road accessing Forest lands to the south of Old Manchester Road (Stands 14, 16, 17, 19, and 46, in C66 on the Nordic EA map). The Forest Service will work with the Town to coordinate improvements needed on Old Manchester Road (see OP10).

Old Manchester Road Spur B & skid trails (Peru TH 24) – It is recommended that a 0.3 mile section of old skid trail located off of Old Manchester Road at approximate milepost 1.6 from SR-11 be improved to function as a temporary spur haul road accessing Forest lands to the southwest of Old Manchester Road (Stands 38 and 39, in C66 on the Nordic EA map).

Read Road Spur A & skid trails (Winhall TH 7) – It is recommended that a 0.06 mile spur road located off of Read Road at approximate milepost 0.1 from the Walts Camp Road

intersection be constructed to function as a temporary spur haul road accessing Forest lands to the southwest of Read Road (Stands 8, 13, 105, and 116, in C67 on the Nordic EA map).

Walts Camp Road Spur A & skid trails (Peru TH 25) – It is recommended that a 0.02 mile spur road located off of Walts Camp Road at approximate milepost 0.1 from South Road be constructed to function as a temporary spur haul road accessing Forest lands to the south of South Road near Walts Camp Road (Stands 7 and 11, in C67 on the Nordic EA map).

South Road Spur A & skid trails (Peru TH 3) – It is recommended that a 0.02 mile spur road located off of South Road at approximate milepost 1.3 from SR-11 be constructed to function as a temporary spur haul road accessing Forest lands to the northeast of South Road (Stands 7 and 35, in C68 on the Nordic EA map).

Rock Bottom Lane Spur A & skid trails (Peru TH 23) – It is recommended that a 0.02 mile section of old skid trail located off of Rock Bottom Lane at approximate milepost 0.06 from South Road be improved to function as a temporary spur haul road accessing Forest lands to the north of Rock Bottom Lane (Stands 1 and 10, in C68 on the Nordic EA map).

Rock Bottom Lane Spur B & skid trails (Peru TH 23) – It is recommended that a 0.07 mile spur road located off of Rock Bottom Lane at approximate milepost 0.13 from South Road be constructed to function as a temporary spur haul road accessing Forest lands to the south of Rock Bottom Lane (Stands 3, 11, 13, 14, and 37, in C68 on the Nordic EA map).

Halstead Lane Spur A & skid trails (Peru TH 22) – It is recommended that a 0.06 mile spur road located off of Halstead Lane at approximate milepost 0.02 from Rock Bottom Lane be constructed to function as a temporary spur haul road accessing Forest lands to the northwest of Halstead Lane (Stands 1, 9, and 19, in C68 on the Nordic EA map).

Halstead Lane Spur B & skid trails (Peru TH 22) – It is recommended that a 0.02 mile spur road located off of Halstead Lane at approximate milepost 0.04 from Rock Bottom Lane be constructed to function as a temporary spur haul road accessing Forest lands to the southeast of Halstead Lane (Stands 1 and 9, in C68 on the Nordic EA map).

Rowley Lane Spur A & skid trails (Londonderry TH 26) – It is recommended that a 0.02 mile spur road located off of Rowley Lane at approximate milepost 1.1 from Winhall Hollow Road be constructed to function as a temporary spur haul road accessing Forest lands to the northwest of Rowley Lane (Stands 48-54 and 109, in C68 on the Nordic EA map). The Forest Service will work with the Town to coordinate improvements needed on Rowley Lane.

(OP8) Road / Trail Reconstruction

The following paragraphs identify NFS Roads requiring reconstruction and information / recommendations for each based on the existing conditions on the ground; transportation needs in the project area; consideration of scoping issues; and assessment of benefits, problems, and risks.

FR 315 French Hollow South – General recommendations for this road can be found under OP1 above. To make administrative and recreational use of this road viable for the project area a new bridge will have to be constructed across Mill Brook at the location of an old temporary bridge. This permanent crossing is primarily recommended because of access needs for cross-country skiing recreation, maintenance of wildlife openings, and future timber harvesting. A gate would be installed at the approach to the bridge to close public motorized access.

(OP10) Road Right-of-Ways (ROW's) & Use of Class 3 & 4 Town Highways

The following paragraphs identify improvements required on Town highways, and ROW's needed across private lands to access Forest land. Recommendations for each Town highway / ROW is based on the existing conditions on the ground; transportation needs in the project area; consideration of scoping issues; and assessment of benefits, problems, and risks.

French Hollow Ext. (Winhall TH 5) – It is recommended that the Forest Service work with the Town of Winhall to make temporary roadway and drainage improvements (culverts or small bridges) to the Class 4 section of this road to improve administrative and recreational access to Forest lands. After project work is complete any temporary structures could be removed and the areas restored to prevent resource damage according to direction from the Town. This Town road accesses Forest land north between Mill Brook and SR-11 / Bromley Ski area (Stands 2, 3, 9, 12, 16, 18, 21, 24, and 101 in C65 on the Nordic EA map) and serves as the Catamount Trail across this area of the Forest.

Old Manchester Road (Peru TH 24) – It is recommended that the Forest Service work with the Town of Peru to make temporary roadway and drainage improvements (culverts or small bridges) to the Class 4 section of this road to improve administrative access to Forest lands. After project work is complete any temporary structures could be removed and the areas restored to prevent resource damage according to direction from the Town. This Town road accesses Forest land south between Old Manchester Road / Eddy Brook and Mill Brook tributaries to the south (Stands 14, 16, 17, 19, and 46, in C66 on the Nordic EA map).

Read Road (Winhall TH 7) - It is recommended that the Forest Service work with the Town of Winhall to make temporary roadway and drainage improvements to the Class 4 section of this road to improve administrative access to Forest lands. There is an old historic stone culvert located on Read Road (approximate milepost 0.75 from the Winhall Hollow Road intersection) that would be protected by placing temporary platforms across it to spread the load of haul trucks during harvesting operations. For safety purposes, it may be necessary to restore this stone culvert permanently by placing a bottomless pipe culvert and reconstructing the stone facing around the culvert if the existing stone culvert isn't strong enough for vehicle passage. After project work is complete any temporary structures could be removed and the areas restored to prevent resource damage according to direction from the Town. This Town road accesses Forest lands to the southwest of Read Road and northeast of Eddy Brook (Stands 10, 14-16, 20, 22-24, and 106, in C67 on the Nordic EA map).

Landgrove Hollow Road (Landgrove TH 12) – It is recommended that the Forest Service work with the Town of Landgrove to make temporary roadway / drainage improvements to

the Class 4 section of this road at the end of Landgrove Hollow Road, or near the connection to Beattie Road to the south, to improve administrative access to Forest lands. After project work is complete any temporary structures could be removed and the areas restored to prevent resource damage according to direction from the Town. This Town road accesses Forest lands near and southwest of Beattie Road (Stands 22-25, 27, and 29-34) and southeast of Landgrove Hollow Road (Stands 4 and 46-48), in C68 on the Nordic EA map.

Beattie Road (Londonderry TH 31) – It is recommended that the Forest Service work with the Town of Londonderry to make temporary roadway and drainage improvements (culverts or small bridges) to the Class 4 section of this road to improve administrative access to Forest lands. After project work is complete any temporary structures could be removed and the areas restored to prevent resource damage according to direction from the Town. This Town road accesses Forest land near and southwest of Beattie Road (Stands 22-25, 27, and 29-34 in C68 on the Nordic EA map).

Rowley Lane (Londonderry TH 26) – It is recommended that the Forest Service work with the Town of Londonderry to make temporary roadway and drainage improvements (culverts or small bridges) to the Class 4 section of this road to improve administrative access to Forest lands. There is also some fish habitat restoration work planned west of this road on Burnt Meadow Brook. After project work is complete any temporary structures could be removed and the areas restored to prevent resource damage according to direction from the Town. This Town road accesses Forest land around Burnt Meadow Brook west of Flood Brook (Stands 46-54, 56, and 109 in C68 on the Nordic EA map).

ROW off Landgrove Hollow Road (Murphy ROW) – This 0.23 mile long ROW is recommended to improve access to Forest land southeast of Landgrove Hollow Road and north of Burnt Meadow Brook (Stands 46-54, 56, and 109 in C68 on the Nordic EA map) and is located along an existing skid road.

ROW off French Hollow Road (Eustance ROW) – This 0.12 mile long ROW is recommended to simplify access to Forest land using a section of existing private road. The ROW will provide access to Forest land north of French Hollow Road and southwest of Eddy Brook (Stands 29, 30, and 33 in C66 on the Nordic EA map) and is located along an already existing road.

ROW off Red Pine Drive / FR 281 (Henson ROW) – This 0.22 mile long ROW is recommended to improve access to Forest land southwest of Landgrove Hollow Road and around Burnt Meadow Brook (Stands 16, 18, 21, and 40/41 in C68 on the Nordic EA map) and is located along an existing private road and skid trail. A temporary deck will need to be constructed over an existing private bridge at Burnt Meadow Brook to facilitate haul road use on the private section of road. This will be coordinated with the private landowner as part of the ROW agreement.

Identification of road/trail associated environmental and public safety risks.

Road and trail associated environmental and public safety issues and risks are identified throughout the previous discussions (particularly starting with Steps 3 & 4 on page 11). Environmental and public safety risks are also identified in the Nordic EA document.

Identification of site-specific priorities and opportunities for road and trail improvements and decommissioning.

Please see the previous discussions under the recommendations for needed and unneeded roads and trails within the project area. Needed improvements were identified on several roads and a few trails. No opportunities were identified for road or trail decommissioning for the small number of Forest jurisdiction roads (1.21 miles) and trails (10.1 miles) within the project area.

Identification of areas of special sensitivity, unique resource values, or both.

See previous discussion under Steps 3 & 4 (particularly Passive Use discussion on page 19).

Any other specific information that may be needed to support project-level decisions.

None.

Summary of Road Density within the Analysis Area

A summary of road miles and road densities for the existing and future condition is displayed in Table 5. The summary is based on the assumption that all opportunities identified would be brought forward. The table includes only roads and trails under Forest Service jurisdiction. Actual proposed density totals would be finalized based on project alternative development and final decisions during the NEPA process.

Table 5 – Summary of Road Density (NFS Roads only)

Management Area	Sq. Miles	Existing Condition		Future Condition	
		Miles	Miles/sq mi.	Miles	Miles/sq mi.
3.1 - Open Roads	8.294	0.610	0.0735	0.610	0.0735
3.1 - Closed Roads	8.294	0.600	0.0723	0.700	0.0844
3.1 - All Roads	8.294	1.210	0.1459	1.310	0.1592
7.1 - Open Roads	0.125	0.000	0.000	0.000	0.000
7.1 - Closed Roads	0.125	0.000	0.000	0.000	0.000
7.1 - All Roads	0.125	0.000	0.000	0.000	0.000
8.1 - Open Roads	0.006	0.060	10.00	0.060	10.00
8.1 - Closed Roads	0.006	0.000	0.000	0.000	0.000
8.1 - All Roads	0.006	0.060	10.00	0.060	10.00

Management Area	Sq. Miles	Existing Condition		Future Condition	
		Miles	Miles/sq mi.	Miles	Miles/sq mi.
8.7 - Open Roads	0.125	0.000	0.000	0.000	0.000
8.7 - Closed Roads	0.125	0.000	0.000	0.000	0.000
8.7 - All Roads	0.125	0.000	0.000	0.000	0.000

It is clear from Table 5 that the impact of Forest roads within the project area is insignificant, and that the additional 0.10 miles of NFS Road miles recommended to be added (FR 256A, see page 25) will also be an insignificant increase (0.1459 miles/sq. mile existing to 0.1592 miles/sq. mile future). There are a number of temporary spur haul roads (approximately 1.78 miles total) and skid trails recommended (see page 26) for vegetation management; but the affects from these will be reduced significantly because of project implementation in most areas during winter (frozen ground) conditions and their temporary nature (having any drainage structures removed / reconditioning areas to prevent erosion and damage to area resources / having all disturbed soils seeded according to Forest Plan S&Gs / being closed to public motorized use).

LITERATURE SITED / REFERENCES

- Green Mountain National Forest Land and Resource Management Plan, 2006, USDA Forest Service
- Roads Analysis Process (RAP) Report –Green Mountain National Forest, January 2003, USDA Forest Service
- FS-643 Roads Analysis: Informing Decisions About Managing the National Forest Transportation System, August 1999, USDA Forest Service
- Federal Register, Part IV Department of Agriculture, Forest Service, 36 CFR Parts 212, 251, 261, and 295 Travel Management; Designated Routes and Areas for Motor Vehicle Use; Final Rule, November 9, 2005
- Nordic Vegetation Management Project Environmental Assessment (EA)
- Vermont General Highway Map, Towns of Winhall, Peru, Landgrove, and Londonderry; prepared by the Vermont Agency of Transportation in cooperation with the US DOT and FHWA.
- Forest Service Manual (FSM) and Forest Service Handbook (FSH) applicable sections related to roads and trails.