United States Department of Agriculture
Forest Service

Salmon-Challis National Forest Travel Planning and OHV Designation Project to Comply with District of Idaho Court Order

Final Supplemental Environmental Impact Statement—Volume 1

Final FSEIS

Appendix A: Roadless Area Analysis

Appendix B: Minimization Criteria Analysis

Appendix C: Response to Idaho Conservation League and The Wilderness Society's 2008 Site-specific Comments

Appendix D: Road and Trail Maintenance

Salmon-Challis National Forest; Butte, Custer, and Lemhi, Counties; Idaho

January 2014

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TRAVEL PLANNING AND OHV DESIGNATION PROJECT TO COMPLY WITH DISTRICT OF IDAHO COURT ORDER

SALMON-CHALLIS NATIONAL FOREST

Final Supplemental Environmental Impact Statement
Butte, Custer, and Lemhi, Counties, Idaho

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Abstract: This Final SEIS (FSEIS) provides supplemental analysis to revise and correct deficiencies in the original 2009 FEIS identified by the District Court of Idaho in their February 4, 2011, Decision and Order. This DSEIS provides supplemental analysis of the effects of route designations to roadless characteristics and wilderness attributes in IRAs and RWAs, and provides cumulative effects analyses of all routes including those routes less than one-half mile long in IRAs and RWAs; provides an analysis (using site-specific information) to consider effects, with the objective of minimizing effects to resources identified under 36 CFR 212.55(b), and comply with Forest Plan standards and guidelines; provides an explanation for the designation of motor vehicle trails and areas in the 2009 ROD, by Forest Plan Management Area or Management Prescription (depending on appropriate Forest Plan); reanalyzes routes identified in Plaintiff's motion for permanent injunction to determine if designation changes are warranted; and responds to Plaintiff's site specific comments submitted during the legal comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008).

As directed by the Court, this Draft Revised ROD includes language stating a minimum road system determination was not made in the 2009 ROD. The 2009 ROD and FEIS are the starting point for supplemental analysis and proposed changes to the 2009 ROD (presented as the 2013 DSEIS Alternative and the 2014 FSEIS Alternative in this document) are the outcome of supplemental analysis.

Objection Opportunities and Implementation: This Draft Revised ROD and Final SEIS are subject to objection pursuant to 36 CFR 218, subparts A and B (Pre-Decisional Administrative Review). Objections will only be accepted from those who have previously submitted specific written comments regarding the proposed project during designated opportunities for public comment in accordance with §218.5(a). Issues raised in objections must be based on previously submitted, timely, specific written comments regarding the proposal unless based on new information arising after the designated comment opportunities.

A written objection must be submitted within 45 calendar days following the publication date of the legal notice of this opportunity to object in the Recorder-Herald Salmon, Idaho. All objections will be open to public inspection during the objection process. It is the responsibility of the objector to ensure their objection(s) is received in a timely manner. The publication date in the newspaper of record is the exclusive means for calculating the time to file an objection. Those wishing to object should not rely on date or timeframe information provided by any other source. The regulations prohibit extending the time to file an objection. Objections, including attachments, must be filed via mail, fax, email, hand-delivered, express delivery, or messenger service.

The objection must be filed with the objection reviewing officer in writing. The objection must contain the minimum requirements specified in §218.8(d) and incorporation of documents by reference is permitted only as provided in §218.8(b). At a minimum, the objection must include the following information (36 CFR 218.8(d)):

- The objector's name and address, with a telephone number if available;
- A signature, or other verification of authorship upon request (a scanned signature for electronic mail may be filed with the objection);
- When multiple names are listed on an objection, identification of the lead objector and verification of the identity of the lead objector must be provided upon request;
- The name of the proposed project for which the decision will be made,
- the name and title of the Responsible Official, and the name of the forest and/or ranger district on which the proposed project will be implemented; and
- A description of those aspects of the proposed project addressed by the objection, including specific issues related to the proposed project; if applicable, how the objector believes the environmental analysis or draft decision specifically violates law, regulation, or policy; suggested remedies that would resolve the objection; supporting reasons for the reviewing officer to consider; and
- A statement that demonstrates the connection between prior specific written comments on the particular proposed project or activity and the content of the objection, unless the issue is based on new information that arose after the opportunity for comment.

Written objections must be submitted to: Nora Rasure, Objection Reviewing Officer, Federal Building, 324 25th Street, Ogden, Utah 84401 (postal) or (801) 625-5277 (facsimile). The office business hours for those submitting hand-delivered comments are 8:00 a.m. to 4:30 p.m. Monday through Friday, excluding holidays. Electronic comments must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), and Word (.doc or .docx) to appeals-intermtn-regional-office@fs.fed.us.

Please type "SCNF Travel Planning and OHV Designation Project FSEIS" in the subject line for e-mail messages and facsimile and include your mailing address and phone number.

An automated response should confirm your electronic objection has been received. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

If an objection is received on this project, a 45 day objection review period will begin. Prior to a written response by the reviewing officer, the reviewing officer or the objector may request to meet to discuss issues raised in the objection and any potential resolution. The reviewing officer has the discretion to determine whether or not adequate time remains in the review period to make a meeting with the objector practical. All meetings are open to the public. If you are interested in attending any resolution discussions, please contact me, Charles A. Mark, Forest Supervisor, at (208) 756-5112.

Objections can be dismissed for a number of reasons including if they are not timely, if the project is not subject to objection, if the person did not comment in a timely or specific manner, if insufficient or illegible information was presented, if identity cannot be provided, if the objector withdraws the objection, or if the responsible official cancels the objection process. The responsible official can cancel the objection process if he feels the objection process should be re-initiated; for example, if he believes additional information to the EIS is needed to further understand the project.

At the end of the objection reviewing period the reviewing officer may consolidate objections and issue one response or may decide to issue a written response to each objection. The written response(s) will present the reasons for the response, but is not required to be a point-by-point response. It may contain instructions to the responsible official. The written response will be the final decision by the U.S. Department of Agriculture on the objections.

Once the reviewing officer has issued the response to the objections and the responsible official has followed any instructions contained in the written response, or if no objections are received, the responsible official may sign the final Revised ROD and implement the project without further legal notice of the decision. Interested and affected parties will be informed of the decision. The signing of the Revised ROD in accordance with 40 CRF 1506.10, may occur on, but not before, the 5th business day following the end of the objection filing period.

Send Comments to:	**Charles A. Mark** **Salmon-Challis National Forest** **1206 South Challis Street** **Salmon, ID 83467**
Objections Must be Received:	**45 days following the publication in the Newspaper of Record**

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Summary

This Final Supplemental Environmental Impact Statement (FSEIS) provides supplemental analysis to clarify and revise sections of the original analysis to correct deficiencies in the 2009 Salmon-Challis National Forest Travel Planning and OHV Designation Project Final EIS identified by the District Court of Idaho in their February 4, 2011, Decision and Order. The Court decision states "certain discrete portions of the decisions incorporated by the Forest Service into the Travel Plan fall short of the required measure. The Court must, in those circumstances, return the Travel Plan to the Agency for correction of those errors."

Purpose and Need

The purpose of this FSEIS is to correct the deficiencies as stated above, specifically to:

- Provide supplemental analysis of the effects of route designations to roadless characteristics and wilderness attributes in Idaho Roadless Areas and Recommended Wilderness Areas, and provide cumulative effects analyses of all routes including those routes less than one-half mile long in Idaho Roadless Areas and Recommended Wilderness Areas;
- Provide an analysis (using site-specific information) to consider effects, with the objective of minimizing effects to resources identified under 36 CFR 212.55(b), and comply with Forest Plan standards and guidelines; provide an explanation for the designation of motor vehicle trails and areas in the 2009 Record of Decision by Forest Plan management area or management prescription (depending on appropriate Forest Plan); reanalyze routes identified in Plaintiff's motion for permanent injunction to determine if designation changes are warranted; and
- Respond to Plaintiff's site-specific comments submitted during the legal comment period for the DEIS (September 27–November 25, 2008).

Background

In August 2009, Forest Supervisor William A. Wood signed a Record of Decision for the Salmon-Challis National Forest (SCNF) Travel Planning and OHV Designation Project, (commonly referred to as the Travel Plan) designating a system of roads, trails, and areas for motor vehicle use on 3.1 million acres of the Forest outside congressionally designated wilderness areas. Roads, trails, and areas are designated by class of vehicle, and if appropriate, by time of year, and are displayed on a motor vehicle use map as directed by the Agency's 2005 Travel Management Rule. The Travel Plan and motor vehicle use map replace two previous travel plans/maps (one for the Salmon National Forest [1988] and the other for the Challis National Forest [1994]).

U.S. District Court

On January 22, 2010, The Wilderness Society and the Idaho Conservation League filed a complaint in U.S. District Court for the District of Idaho (Case 4:10-cv-00026-REB) alleging the SCNF 2009 Record of Decision and supporting FEIS failed to comply with the National Environmental Policy Act (NEPA) and the Administrative Procedures Act; failed to properly apply Forest Service travel management regulations, Executive orders and related statutes; failed to engage in an adequate environmental analysis; and ultimately failed to ensure motor vehicle use does not cause unnecessary harm to, and degradation of, the SCNF's public resources.

In a memorandum Decision and Order on Cross-motions for Summary Judgment dated February 4, 2011, the U.S. District Court for the District of Idaho issued an order holding the 2009 Record of Decision adopting the SCNF Travel Plan violated the NEPA and National Forest Management Act (NFMA). More specifically, the Court found the Administrative Record for the Travel Planning and OHV Designation Project FEIS was inadequate to show the Forest Service: (1) considered the possible cumulative impact of routes less than one-half mile long on the roadless values and wilderness attributes in the Recommended Wilderness Areas and Idaho Roadless Areas; (2) chose routes with the objective of minimizing effects; (3) considered the site-specific concerns Plaintiffs raised in the comment process, and was not clear as to whether or not the Forest Service had identified the minimum road system under 36 CFR §212.5(b).

The Court also determined that the typical order of remand and vacatur was not appropriate, since "the pre-decision status quo for travel management on the SCNF is not a tenable option" because it does not comply with the 2005 Travel Rule. On April 15, 2011, consistent with the Court's briefing schedule, Plaintiffs filed a Motion for Permanent Injunction and requested the Court direct the Forest Service to: (a) promptly issue a corrected Record of Decision that removes all reference to a minimum road system determination; (b) close all forms of motorized use on 29 identified roads and trails; and (c) prepare and issue, by December 31, 2012, a final supplemental environmental impact statement (FSEIS) and a revised Record of Decision for the SCNF Travel Plan.

On November 1, 2011, the Court ruled that 6 of the 29 routes identified in Plaintiffs' motion shall be closed to motor vehicle use pending completion of an FSEIS addressing the deficiencies outlined in the Court's February 4, 2011, Memorandum Decision and Order by December 12, 2012.

The SCNF requested and was granted an extension through the Court to complete the FSEIS by September 22, 2013.

At that time, the Record of Decision will be corrected to omit any suggestion that the minimum road system has been identified.

Decision to Be Made

The Forest Supervisor for the SCNF is the responsible official for this project. Given the Court Order, the Forest Supervisor will review the 2009 FEIS and the supplemental analyses included in this document and determine:

- What changes to roads, trails, and areas and types and seasons of motor vehicle use designated in the 2009 Record of Decision are warranted based on the supplemental analysis of direct, indirect, and cumulative impacts of motor vehicle routes (including multiple short routes) on wilderness values and roadless characteristics in recommended wilderness areas and inventoried roadless areas;
- What changes to trails, and areas and types and seasons of motor vehicle use designated in the 2009 Record of Decision are warranted based on the process to apply "minimization criteria" to comply with the 2005 Travel Management Rule;
- Which roads, trails, and areas closed in the December 5, 2011, Order for Injunction should remain closed because of irreparable harm or the potential for irreparable harm to Forest resources; and

- Which roads, trails, and areas, closed in the December 5, 2011, Order for Injunction are proposed to be reopened because extensive road and trail work has remedied harm.

Public Involvement

On March 5, 2012, a Notice of Intent to prepare a Supplemental Environmental Impact Statement was published in the Federal Register and on March 20, 2012, a notification letter was sent to all individuals, agencies, and organizations who commented on the 2008 Draft Environmental Impact Statement for the SCNF Travel Planning and OHV Designation Project. The letter informed them of the SEIS and provided a copy of the notice of intent. The project has appeared on the schedule of proposed actions since February 2012.

The 60-day comment period on the DSEIS started on August 9, 2013, with the publication of the notice of availability in the Federal Register. Because of the government shutdown from October 1 through October 17, 2013, the Salmon-Challis National Forest extended the comment period until November 1, 2013, so other government agencies would have ample time to comment.

2014 Final Supplemental Environmental Impact Statement Alternative (Preferred Alternative)

This alternative responds to public comment to the 2013 SDEIS, particularly comments to use site-specific route-by-route information to designate roads and trails. The 2014 Preferred Alternative would reduce the miles of roads and trails designated for motor vehicle use by 40.88 miles compared to the 2009 Record of Decision, and designate 12.93 more miles compared to the 2013 SEIS Alternative. This alternative proposes to lift the injunction on four trails closed by Court Order since repair and maintenance have remedied harm. These are: Trail 4051 Toolbox-Herd Creek, Trail 4055 Burnt Aspen, Trail 4091 Swauger Lake, and Trail 4024 Iron Lola Creek (aka Bench Creek). My decision does not designate Trail 40148 Badger Creek and Trail 4340 Bunting Canyon to prevent further impacts from motor vehicle use.

Proposed changes, including routes that will not be designated, are listed in Table 1. The table displays the roads and trail number and name along with the status of the route in the 2009 Record of Decision, the proposed status of the route in the 2014 FSEIS Alternative, the district, watershed (HUC) name, Idaho Roadless Area name and Management Area or Management Prescription delineation where the road or trail is located. Also included in the table are the Roadless Area theme and the rationale for not designating or changing the type or season of motor vehicle use. The rationale for change identified in Table 1 is the basis for my decision and relies on information in the project record and findings from additional supplemental analysis completed between the DSEIS and the FSEIS.

Table S 1. Routes changes between the 2009 Record of Decision and the FSEIS 2014 Alternative

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U052115B[1]	Open Road	Not Designated	Lost River	Star Hope Creek	0.07[2]	Pioneer Mountains	Backcountry Restoration	11	This route goes through a roadless area and is believed to be an error due to poor mapping in the past. The route is within 300 ft. of Road 40506, therefore it may be used to access dispersed camping.
U052817A[1]	Open Road	Not Designated	Lost River	Lower Little Lost River	0.05[2]	Jumpoff Mountain	Backcountry Restoration	12	The previously unauthorized 0.05 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.34				
U061917A[1]	Open Road	ATV Trail	Lost River	North Fork Big Lost River	0.12[2]	Boulder White-Clouds	Backcountry Restoration	11	The Big Fall Creek Road is connected to an unauthorized route that goes through an Idaho Roadless Area. Due to poor mapping in the past this is believed to be an error. The Forest is pursuing boundary changes for administrative corrections to the Roadless Area boundaries (ROD.7). This route has been identified as part of the administrative correction process and will require a 30-day public notice and opportunity for comment that is separate from this decision. Until this process is complete the entire Big Fall Creek Road will be designated as a motorized trail open to ATVs. Maintenance of this route is scheduled for 2014 including barrier placement on unauthorized spur routes and a U route in Boulder-White Cloud IRA cherry stem.
U061917A[1]	Open Road	ATV Trail	Lost River	North Fork Big Lost River	0.60[2]	Boulder White-Clouds	Wild Land Recreation	11	
40168 Big Fall Creek[1]	Open Road	ATV Trail	Lost River	North Fork Big Lost River	1.82	Boulder White-Clouds	Wild Land Recreation	11	
U062127A[1]	Open Road	Not Designated	Lost River	East Fork Big Lost River	0.11[2]	Pioneer Mountains	Backcountry Restoration	11	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U072609A[1]	Open Road	Not Designated	Lost River	Middle Big Lost River	0.16[2]	King Mountain	Backcountry Restoration	15	The previously unauthorized 0.16 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.06				
U141-09I[1]	Open Road	Not Designated	Challis-Yankee Fork	Lower Pahsimeroi River	0.10[2]	Lemhi Range	Backcountry Restoration	20	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U141-19KA[1]	Open Road	Not Designated	Lost River	North Fork Big Lost River	0.01[2]	Pioneer Mountains	Backcountry Restoration	11	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.08				
U141-20HW[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.01[2]	Borah Peak	Backcountry Restoration	16	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.52				
U141-20JV[1]	Open Road	Not Designated	Challis-Yankee Fork	Warm Spring Creek (1)	0.18[2]	Pahsimeroi Mountain	Backcountry Restoration	17	The previously unauthorized 0.18 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.44				
U161836C[1]	Open Road	Not Designated	Challis-Yankee Fork	Morgan Creek	0.10[2]	Camas Creek	Backcountry Restoration	21	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U201[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.48[2]	Borah Peak	Backcountry Restoration	16	The previously unauthorized 0.16 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area. The designated portion still provides a loop with U141-20JV back down to the forest boundary.
		Designated			0.40				
40415 Jones Creek[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.12[2]	Borah Peak	Backcountry Restoration	16	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule. This route is the end of U201 that will not be designated. Route 40900 will be designated outside of the roadless area with 0.06 miles designated within roadless to provide access to this area.
U80-1[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.02[2]	Pahsimeroi Mountain	Backcountry Restoration	17	The previously unauthorized 0.02 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.08				

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U-LR-F-095[1]	Open Road	Not Designated	Lost River	Antelope Creek	0.32[2]	Pioneer Mountains	Backcountry Restoration	25	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U-LR-F-102[1]	Open Road	Not Designated	Lost River	Middle Big Lost River	0.01[2]	King Mountain	Backcountry Restoration	15	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.27				
U-LR-F-103[1]	Open Road	Not Designated	Lost River	Middle Big Lost River	0.02[2]	King Mountain	Backcountry Restoration	15	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U251721A[1]	Open Road	Not Designated	North Fork	Horse Creek	0.06[2]	Oreana	Backcountry Restoration	3A-5B	The previously unauthorized 0.06 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.11				
40437 Uncle Ike Mines	Trail–ATV+2WL	Not Designated	Lost River	Middle Little Lost River	2.56	N/A	N/A	14	The 40437 Uncle Ike Mines was closed by Court Order. The FSEIS proposes to not designate this route. The trail does not provide a loop opportunity or access to unique recreation opportunities
U52-01H	Trail–ATV+2WL	Not Designated	Lost River	Middle Little Lost River	0.15	N/A	N/A	14	This route is connected to the Uncle Ike Mines.
U52-01I	Trail–ATV+2WL	Not Designated	Lost River	Middle Little Lost River	0.04	N/A	N/A	14	This route is connected to the Uncle Ike Mines.
40148 Badger Creek Trail	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	1.70	N/A	N/A	14	The 40148 Badger Creek Trail was closed by Court Order. The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.
40148	Open Road	Not Designated	Lost River	Upper Little Lost River	0.25	N/A	N/A	14	The FSEIS proposes to not designate 0.25 miles of this road to mitigate potential impacts with private property.
		Designated			0.40				
40148-A	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	1.10	Diamond Peak	Backcountry Restoration	14	The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
T-LR-A002	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	0.52	Diamond Peak	Backcountry Restoration	14	The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.
4340 Bunting Canyon	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	0.23	N/A	N/A	14	The 4340 Bunting Canyon was identified, but not closed by the Court Order. The FSEIS proposes to not designate this trail due to resource concerns.
U142730A	Trail–ATV+2WL	Not Designated	Leadore	Texas Creek	0.30	Lemhi Range	Backcountry Restoration	2B	The 0.30 miles did not comply with the Forest Plan.
		Designated			2.69				
6121 Pierce Creek	Trail – 2WL	Not Designated	North Fork	North Fork Salmon River	1.85	Anderson Mountain	Backcountry Restoration	2A and 3A-5A	This trail does not meet Forest Service motorized use design criteria in FSH 2309.18 and lacks public access across private land.
60069 Carmen Creek	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	2.09	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
60069-A Carmen Creek Spur A	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	1.78	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
60069-B Carmen Creek Spur B	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	0.83	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
4092 Bear-Wet Creek Trail	Trail – 2WL Year Long	Trail–2WL Seasonal	Lost River	Middle Big Lost River	2.25	Borah Peak	Wild Land Recreation	16	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
4092 Bear-Wet Creek Trail	Trail – 2WL Year Long	Trail–2WL Seasonal	Lost River	Wet Creek	1.43	N/A	N/A	16	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
U092311B	Trail–OHV	Not Designated	Challis-Yankee Fork	Upper Pahsimeroi River	0.35	Borah Peak	Backcountry Restoration	16	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U162609F	Trail–ATV+2WL	Not Designated	Leadore	Upper Lemhi River	0.81	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U162616E	Trail–ATV+2WL	Not Designated	Leadore	Upper Lemhi River	0.37	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172628F	Trail–OHV seasonal	Not Designated	Leadore	Upper Lemhi River	0.09	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172635B	Trail–OHV seasonal	Not Designated	Leadore	Upper Lemhi River	0.30	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U061907A	Open road	Not Designated	Lost River	North Fork Big Lost River	0.06	Boulder-White Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U061907B	Open road	Not Designated	Lost River	North Fork Big Lost River	0.02	Boulder-White Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222001D	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.24	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012H	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.10	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012L	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.14	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012N	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.30	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U071816A	Trail–OHV	Not Designated	Lost River	North Fork Big Lost River	0.02	N/A	N/A	11	The U route was not designated as a trail-OHV, but changed to road and added to 40477

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U111315C	Open road	Not Designated	Challis-Yankee Fork	Basin Creek–Salmon River	0.29	N/A	N/A	5	Resource surveys not conducted; 2014 Alternative would not designate this route
U112317A	Trail–OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.21	N/A	N/A	16	Resource surveys not conducted; 2014 Alternative would not designate this route
U112319A	Trail–OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	1.10	N/A	N/A	16	Resource surveys not conducted; 2014 Alternative would not designate this route
U122210B	Trail–OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.82	N/A	N/A	17	Resource surveys not conducted; 2014 Alternative would not designate this route
U141703A	Trail–OHV	Not Designated	Challis-Yankee Fork	Challis Creek	1.03	N/A	N/A	21	Resource surveys not conducted; 2014 Alternative would not designate this route This route parallels and is within 300 feet of 40537 and therefore considered redundant.
U204	Road Seasonal	Not Designated	Challis-Yankee Fork	Basin Creek Salmon River	0.45	N/A	N/A	5	Resource surveys not conducted; 2014 Alternative would not designate this route
U192304A	Trail–OHV	Not Designated	Leadore	Lower Lemhi River	0.85	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U142502E	Open road	Not Designated	Leadore	Timber Creek	0.21	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U142502F	Open road	Not Designated	Leadore	Timber Creek	0.57	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U142502G	Open road	Not Designated	Leadore	Timber Creek	0.96	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U152412A	Open road	Not Designated	Leadore	Upper Lemhi River	3.88	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U152412C	Open road	Not Designated	Leadore	Upper Lemhi River	0.52	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U152424B	Open road	Not Designated	Leadore	Upper Lemhi River	0.21	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U141-20JB	Open road	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.76	N/A	N/A	4	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U121216B	Open road	Not Designated	Middle Fork	Marsh Creek	0.23	N/A	N/A	3	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U121123G	Open road	Not Designated	Middle Fork	Marsh Creek	0.08	N/A	N/A	3	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U-LR-F-016	Open road	Not Designated	Lost River	Middle Big Lost River	0.17	N/A	N/A	16	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U-LR-F-107	Open road	Not Designated	Lost River	Middle Little Lost River	0.14	N/A	N/A	15	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U192108B	Open road	Not Designated	Salmon Cobalt	12-mile Creek Salmon River	0.49	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U202210C	Trail–OHV	Not Designated	Leadore	Lower Lemhi River	1.26	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222111B	Open road	Not Designated	Salmon Cobalt	Carmen Creek Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222111L	Open road	Not Designated	Salmon Cobalt	Carmen Creek Salmon River	0.29	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U222123I	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.19	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123L	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.11	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222127A	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.29	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222127B	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.41	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222135G	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	2.11	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222123B	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.94	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222126C	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.26	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123A	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.15	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123C	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.65	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U222105A	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.27	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222105B	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.67	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222105C	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131P	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.31	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106J	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106I	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.13	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.24	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106F	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106G	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.04	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232036B	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.19	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BD	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BE	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BF	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BG	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AR	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.05	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AS	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AT	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AV	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232131AU	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AW	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AX	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.05	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AY	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.01	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AZ	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.04	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BA	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.08	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BB	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.01	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BC	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.03	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232130A	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.38	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232132D	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.24	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.20	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132F	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132K	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132H	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132I	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.16	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222012E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.16	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U261935A	Open Road	Not Designated	North Fork	Indian Creek–Salmon River	2.74	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
4064.1 Rough Lake Cutoff Trail	Trail ATV	Trail ATV	Lost River	Star Hope Creek	0.04	Pioneer Mountains	Backcountry Restoration	11	300 feet of trail was closed in 2012 and will not be designated to minimize impacts to soil and water resources

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
40621 Little Fall Creek Spur Road	Open Road	Not Designated	Lost River	North Fork Big Lost	0.90	Boulder White-Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
4032 Hay Creek-Knapp Creek Trail	ATV 2WL Seasonal	ATV 2WL Seasonal	Middle Fork	Marsh Creek	5.53	N/A	N/A	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4034 Knapp Creek Cutoff Trail	ATV 2WL Seasonal	ATV 2WL Seasonal	Middle Fork	Marsh Creek	1.35	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4035.03 Winnemucca Creek Trail	2WL Seasonal	2WL Seasonal	Middle Fork	Marsh Creek	5.45	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4033 Beaver Creek -Trail Creek	2WL Seasonal	2WL Seasonal	Middle Fork	Marsh Creek	2.01	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4072 Morse Creek Canyon Trail	ATV Yearlong	2WL Seasonal	Challis-Yankee Fork	Lower Pahsimeroi River	1.47	N/A	N/A	20	Change from yearlong ATV to seasonal 2 wheel 5/22 – 9/7
U23-17CC	Open Road Yearlong	ATV Yearlong	Challis Yankee Fork	Bayhorse Creek – Salmon River	0.37	N/A	N/A	10	Change from open road to ATV yearlong – connecting routes are ATV designation.
U23-17S	Open Road Yearlong	ATV	Challis Yankee Fork	Bayhorse Creek – Salmon River	1.12	N/A	N/A	10	Change from open road to ATV yearlong – connecting routes are ATV designation.
4201 Beef Pasture	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Squaw Creek	1.67	Squaw Creek	Backcountry Restoration	9	Change from 2 wheel to ATV.
4152 Buster Lake	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Squaw Creek	0.33	N/A	N/A	9	Change from 2 wheel to ATV.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
4152 Buster Lake	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Garden Creek – Salmon River	0.97	N/A	N/A	13	Change from 2 wheel to ATV.
4161 Fivemile Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	1.97	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4161 Fivemile Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	4.10	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	7.43	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	1.31	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Squaw Creek	5.07	Squaw Creek	Backcountry Restoration	9	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4163 Ramey-Fivemile	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	6.48	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4164 Custer Lookout Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	0.72	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4165 Gardner Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	6.34	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4166 Burnt Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	3.93	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
4168 Silver Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	2.32	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4169 Peach Muley Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	2.76	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4169 Peach Muley Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	0.65	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Basin Creek-Salmon River	4.14	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	0.04	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Yankee Fork	0.09	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
6067 Hornet Creek	Trail ATV Seasonal	2WL Seasonal	Salmon-Cobalt	Indian Creek – Salmon River	4.84	Napoleon Ridge	General Forest	5B	This route has been changed from an ATV trail to a 2 Wheel seasonal trail because the trail is too narrow for ATV use
6068 Little Moose Creek	Trail ATV Seasonal	2WL Seasonal	Salmon-Cobalt	Indian Creek – Salmon River	5.24	Napoleon Ridge	General Forest	5B	This route has been changed from an ATV trail to a 2 Wheel seasonal trail because the trail is too narrow for ATV use

[1] The Forest is pursuing boundary changes for administrative corrections to the Roadless Area boundaries (ROD.7). This route has been identified as part of the administrative correction process and will require a 30-day public notice and opportunity for comment that is separate from this decision.

[2] There are 2.54 miles of routes not being designated within Idaho Roadless Areas.

Issues and Concerns

The primary issues and concerns addressed by this supplemental analysis are those raised by Plaintiff's and the Court's decision to return the 2009 Travel Plan to the Agency for correction.

The SCNF failed to analyze the cumulative effects of multiple routes less than one-half mile in length on wilderness values and roadless characteristics in the 2009 FEIS. The analysis presented in this final supplemental EIS resolves this issue and identifies route designations effecting wilderness values and roadless characteristics within Idaho Roadless Areas and recommended wilderness areas on the SCNF.

Additionally, the Court found that in order to meet the requirements of the 2005 Travel Management Rule, the SCNF must show, in developing the Travel Plan, it "consider[ed] . . . with the objective of minimizing" the impacts of ORV use on each of the following: (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle users of National Forest System lands or neighboring Federal lands" [36 C.F.R. § 212.55(b)]. The Court reviewed the record for evidence that the SCNF: (1) considered ORV impacts in terms of the minimization criteria and (2) made efforts to minimize these impacts given the fact that ORV use is a permissible recreational use on the national forests and ORV use, like any other human activity on the forest, will have some impact on the natural environment. Although the Court found the SCNF made a minimum showing that the minimization criteria were considered, the missing piece necessary to meet the requirements of the 2005 Travel Management Rule is demonstration that the minimization criteria were then implemented into the decision process consistent with the objective of minimizing their impacts. This supplemental analysis shows (by Forest Plan management area or prescription area) how a system of motor vehicle trails was designed using site-specific trail information then implemented into the decision with the objective of minimizing impacts.

Finally, the Court found that the SCNF did not consider Plaintiffs' site-specific concerns and the Forest Service's failure to demonstrate how it considered Plaintiff's comments and photographic evidence renders the decision arbitrary and capricious and a violation of NEPA. This supplemental analysis addresses Plaintiff's comments and provides a response to each site-specific comment submitted during the 2008 DEIS comment period. . The FSEIS also provides responses to all public comments submitted during the 2008 DEIS comment period. The responsible official has discretion to make determinations in the face of conflicting evidence, provided there is a rational basis presented for the decision. The responses provide rationale for road and trail designations.

Major Conclusions

Supplemental analysis presented in this FSEIS corrects deficiencies identified by the Court by analyzing the effects of motor vehicle route designations to roadless characteristics and wilderness attributes in Idaho Roadless Areas and Recommended Wilderness Areas, and provides cumulative effects analyses of all routes, including those routes less than one-half mile long in Idaho Roadless Areas and Recommended Wilderness Areas. As a result of this analysis the responsible official the 2014 Alternative (Preferred Alternative) would not designate - motor vehicle routes previously designated in the 2009 ROD because of impacts to roadless and recommended wilderness areas.

Analysis of motor vehicle trails (by Forest Plan management area or prescription area) explains how systems of trails were designed with the objective of minimizing (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle users of National Forest System lands or neighboring Federal lands to comply with the Travel Management Rule. As a result of this analysis the the 2014 Alternative - would not designate motor vehicle routes designated in the 2009 ROD because of impacts to soil, water, vegetation, forest resources and disturbances to wildlife and wildlife habitats.

By responding to Plaintiffs' as well as all comments submitted to the 2008 DEIS and the 2014 DSEIS the responsible official demonstrates consideration of each site-specific comment; and Forest Service responses provide rationale for road and trail designations.

Introduction and Background

This final supplemental environmental impact statement (FSEIS) provides analysis to correct three deficiencies for the 2009 Salmon-Challis National Forest Travel Planning and OHV Designation Project Final Environmental Impact Statement (FEIS).

2009 Travel Plan

In August 2009, Forest Supervisor William A. Wood signed a Record of Decision for the Salmon-Challis National Forest Travel Planning and OHV Designation Project, (commonly referred to as the Travel Plan) designating a system of roads, trails, and areas for motor vehicle use on 3.1 million acres of the Forest outside congressionally designated wilderness areas. Roads, trails, and areas are designated by class of vehicle, and if appropriate, by time of year, and are displayed on a motor vehicle use map as directed by the Agency's 2005 Travel Management Rule. The Travel Plan and motor vehicle use map replace two previous travel plans/maps (one for the Salmon National Forest [1988] and the other for the Challis National Forest [1994]).

U.S. District Court

On January 22, 2010, The Wilderness Society and the Idaho Conservation League filed a complaint in U.S. District Court for the District of Idaho (Case 4:10-cv-00026-REB) alleging the Salmon-Challis National Forest 2009 Record of Decision and supporting FEIS failed to comply with the National Environmental Policy Act (NEPA) and the Administrative Procedures Act; failed to properly apply Forest Service travel management regulations, Executive orders and related statutes; failed to engage in an adequate environmental analysis; and ultimately failed to ensure motor vehicle use does not cause unnecessary harm to, and degradation of, the Salmon-Challis National Forest's public resources.

In a memorandum Decision and Order on Cross-motions for Summary Judgment dated February 4, 2011, the U.S. District Court for the District of Idaho issued an order holding the 2009 Record of Decision adopting the Salmon-Challis National Forest Travel Plan violated the NEPA and National Forest Management Act (NFMA). More specifically, the Court found the Administrative Record for the Travel Planning and OHV Designation Project FEIS was inadequate to show the Forest Service: (1) considered the possible cumulative impact of routes less than one-half mile long on the roadless values and wilderness attributes in the Recommended Wilderness Areas and Idaho Roadless Areas; (2) chose routes with the objective of minimizing effects; (3) considered the site-specific concerns Plaintiffs raised in the comment process; and was not clear as to whether or not the Forest Service had identified the minimum road system under 36 CFR §212.5(b).

The Court also determined that the typical order of remand and vacatur was not appropriate, since "the pre-decision status quo for travel management on the SCNF is not a tenable option" because it does not comply with the 2005 Travel Rule. On April 15, 2011, consistent with the Court's briefing schedule, Plaintiffs filed a Motion for Permanent Injunction and requested the Court direct the Forest Service to: (a) promptly issue a corrected Record of Decision that removes all reference to a minimum road system determination; (b) close all forms of motorized use on 29 identified roads and trails; and (c) prepare and issue, by December 31, 2012, a final supplemental environmental impact statement (FSEIS) and a revised Record of Decision for the Salmon-Challis National Forest Travel Plan.

On November 1, 2011, the Court ruled that 6 of the 29 routes identified in Plaintiffs' motion shall be closed to motor vehicle use pending completion of an FSEIS addressing the deficiencies outlined in the Court's February 4, 2011, Memorandum Decision and Order by December 12, 2012.

The SCNF requested and was granted an extension through the Court to complete the FSEIS by January 29, 2014. At that time, the Record of Decision will be corrected to omit any suggestion that the minimum road system has been identified.

Purpose of this Supplemental EIS

This FSEIS provides supplemental analysis to clarify and revise sections of the original analysis to correct the deficiencies in the 2009 FEIS identified by the District Court of Idaho in their February 4, 2011, Decision and Order. The Court decision states "certain discrete portions of the decisions incorporated by the Forest Service into the Travel Plan fall short of the required measure. The Court must, in those circumstances, return the Travel Plan to the Agency for correction of those errors."

This FSEIS:

1. Provides supplemental analysis/information of the effects of route designations to roadless characteristics and wilderness attributes in Idaho Roadless Areas and Recommended Wilderness Areas, and provides cumulative effects analyses of all routes including those routes less than one-half mile long in Idaho Roadless Areas and Recommended Wilderness Areas;
2. Provides an analysis (using site-specific information) to consider effects, with the objective of minimizing effects to resources identified under 36 CFR 212.55(b), and comply with Forest Plan standards and guidelines; provides an explanation for the designation of motor vehicle trails and areas in the 2009 Record of Decision, by Forest Plan Management Area or Management Prescription (depending on appropriate Forest Plan); reanalyzes routes identified in Plaintiff's motion for permanent injunction to determine if designation changes are warranted; and
3. Responds to Plaintiff's site specific comments submitted during the legal comment period for the DEIS (September 27–November 25, 2008).

As directed by the Court, the revised Record of Decision includes language stating a minimum road system determination was not made in the 2009 Record of Decision.

Scope of Analysis

Since the decision in the 2009 Record of Decision has not been vacated and much of the analysis in the supporting FEIS is valid, the scope of this supplemental analysis is limited to the correcting the three deficiencies identified by the Court. The 2009 Record of Decision and FEIS are the starting point for this FSEIS, and proposed changes to the 2009 Record of Decision (presented as the "2014 FSEIS Alternative" in this document) are the outcome of this supplemental analysis.

Decision to Be Made

The Forest Supervisor for the Salmon-Challis National Forest is the responsible official for this project. Given the Court Order, the Forest Supervisor will review the 2014 FEIS supplemental analyses included in this document, and information in the project record and determine:

- What changes to roads, trails, and areas and types and seasons of motor vehicle use designated in the 2009 Record of Decision are warranted based on the supplemental analysis of direct, indirect, and cumulative impacts of motor vehicle routes (including multiple short routes) on wilderness values and roadless characteristics in recommended wilderness areas and inventoried roadless areas;
- What changes to trails, and areas and types and seasons of motor vehicle use designated in the 2009 Record of Decision are warranted based on the process to apply "minimization criteria" to comply with the 2005 Travel Management Rule,
- Which roads, trails, and areas closed in the December 5, 2011, Order for Injunction should remain closed because of irreparable harm or the potential for irreparable harm to Forest resources; and
- Which roads, trails, and areas, closed in the December 5, 2011, Order for Injunction are proposed to be reopened because extensive road and trail work has remedied harm.

Public Involvement

On March 5, 2012, a Notice of Intent to prepare a Supplemental Environmental Impact Statement was published in the *Federal Register* and on March 20, 2012, a notification letter was sent to all individuals, agencies, and organizations who commented on the 2008 Draft Environmental Impact Statement for The Salmon-Challis National Forest Travel Planning and OHV Designation Project. The letter informed them of the SEIS and provided a copy of the notice of intent. The project has appeared on the schedule of proposed actions since February 2012.

The 60-day comment period on the DSEIS started on August 9, 2013, with the publication of the notice of availability in the Federal Register. Because of the government shutdown from October 1 through October 17, 2013, the Salmon-Challis National Forest extended the comment period until November 1, 2013, so other government agencies would have ample time to comment.

Alternatives

Existing Condition

As stated in the 2009 FEIS, the existing condition is not an alternative, but represents what the on-the-ground situation was when the travel planning process was initiated. The existing condition was compared to other alternatives so the public and the Responsible Official could understand how unmanaged cross-country motorized travel led to proliferation of unauthorized routes.

During the 2008 DEIS comment period, many commenters expressed confusion and frustration about the existing condition and No Action Alternative. Some respondents stated the existing condition is the No Action Alternative; however, this is not the case for this particular analysis. The existing condition is the actual situation of roads and trails, including unauthorized routes

and motorized cross-country travel on the ground. The No Action Alternative represented the authorized travel management situation when the travel planning process began.

About 2,700 miles of known unauthorized routes have been inventoried on the Salmon-Challis National Forest. Unauthorized routes in previously restricted areas of the 1988 and 1994 travel plans (1,594 miles), and unauthorized routes causing resource damage in areas that were open to cross-country travel were violations of those plans. Many public comments requested the Forest "leave things the way they are" without recognizing that many routes existing on the landscape were not authorized and had caused adverse resource impacts. The existing condition for motor vehicle use consists of the:

- Miles of open Forest system roads by vehicle type and seasonal open periods. In 2009 there were 11 seasonal open periods for roads and trails;
- Miles of motorized Forest system trails by vehicle type and seasonal open periods and miles of all Forest system trails in areas open to cross?country travel on the 1988 and 1994 Travel Plan maps;
- Miles of known unauthorized routes; differentiating those that were in areas open to cross?country travel and those that were in restricted areas of current Travel Plans;
- Acres that were open to cross?county travel;
- Acres of off-road travel allowed by route type for access for dispersed camping, game retrieval, and fuelwood gathering; and
- Existing closure orders.

The existing condition was not mapped. Although the Forest has an inventory of unauthorized routes, it would not be feasible to display all known routes at the mapping scale used for this analysis. Maps of known unauthorized routes are in the project record.

2009 No Action Alternative

Note: This alternative was identified as Alternative 0 in the 2009 FEIS.

The No Action Alternative represented the authorized motor vehicle use displayed on the 1988 and 1994 travel plan maps, as amended by travel management decisions and closures made after those plans were developed and closure orders. The No Action Alternative is required by NEPA and serves as the baseline for analyzing effects. This alternative maintained the authorized management direction, but did not implement the Travel Management Rule. The No Action Alternative includes:

- Miles of Forest system roads open to motorized public use by vehicle type and seasonal open periods. Closed routes were not analyzed since they are not available for public use. There were 11 seasonal open periods for existing roads and trails;
- Miles of motorized Forest system trails by vehicle type and seasonal open periods. All Forest system trails in areas open to cross?country travel on the 1988 and 1994 Travel Plan maps were included in the calculation of motorized trails. This caused the miles of motorized trails to be an artificially high number in the No Action Alternative;
- Miles of Forest system roads in areas currently open to cross-country travel.

- Miles of known unauthorized routes in areas currently open to cross-country travel.
- Acres currently open to cross-country travel; however, not all acres are accessible.
- Acres of off-road travel allowed by route type for access for dispersed camping, game retrieval, and fuelwood gathering.
- Existing closure orders.

2009 Designated System Routes

Note: This alternative was identified as Alternative 1 in the 2009 FEIS.

Alternative 1 proposed designation of existing system roads and motor vehicle trails displayed on the 1988 and 1994 travel plan maps, and modified by subsequent travel management decisions. This alternative used the best available information to assign vehicle types and seasonal open periods on roads and trails in areas open to cross-country travel on the 1988 and 1994 travel plan maps. Some trails previously used for motor vehicle travel were not designated in this alternative based on information in the Forest trail inventory.

2009 Recommended Wilderness/Roadless Area Emphasis

Note: This alternative was identified as Alternative 3 in the 2009 FEIS.

Alternative 3 was developed in response to issues that motor vehicle use in Forest Plan recommended wilderness areas adversely affects wilderness attributes, and motor vehicle use in Idaho roadless areas would detract from the roadless character of the land. Under this alternative no motor vehicle access would occur within recommended wilderness areas and no new roads and motor vehicle trails open to full-sized vehicles would be designated in Idaho roadless areas. Under this alternative, no motor vehicle access for dispersed camping would be allowed in riparian habitat conservation areas.

2009 Maximum Motorized Emphasis Alternative

Note: This alternative was identified as Alternative 4 in the 2009 FEIS.

Alternative 4 responded to issues that motor vehicle use opportunities would be adversely affected by implementation of the Travel Management Rule by altering the type, amount, and season of motor vehicle use on the Forest. Many public comments voiced the opinion that no motor vehicle routes should be closed and all routes currently on the landscape should be designated.

2009 Preferred Alternative

Note: This alternative was identified as Alternative 5 in the 2009 FEIS and 2009 ROD Alternative.

Alternative 5, also called the 2009 Preferred Alternative, is an alternative for designation of roads, trails and areas for motor vehicle use developed from the action alternatives analyzed in the DEIS. This alternative blended components from Alternative 2 (Revised Proposed Action), Alternative 3 (Recommended Wilderness/Roadless Area Emphasis Alternative), and Alternative 4 (Maximum Motorized Emphasis Alternative) and incorporated new features to address comments to the DEIS. The alternative was designed to balance competing public interests regarding motorized and non-motorized uses on the Salmon-Challis National Forest.

2009 Record of Decision Alternative is the decision made by the responsible official for the Salmon-Challis National Forest Travel Planning and OHV Designation Project. In the 2009 Record of Decision, this decision is called the Selected Alternative. The term "Record of Decision Alternative" is used in this document rather than the term "Selected Alternative" to avoid any inference that a final decision has been made. The Record of Decision Alternative is slightly different than the 2009 Preferred Alternative because it designated 3.18 fewer miles of routes, reduced the distance for access to dispersed camp sites off motor vehicle trails less than 50 inches wide from 100 feet to 50 feet, and made data corrections. These changes are described in the 2009 Record of Decision (pages 4–6), and were made between the 2009 FEIS and issuance of the 2009 Record of Decision.

The terms "Preferred Alternative" and "2009 Record of Decision" are used interchangeably in this analysis even though they differ slightly.

2013 Draft Supplemental Environmental Impact Statement Alternative (2013 DSEIS Alternative)

This alternative is similar to the 2009 Record of Decision Alternative with the exception that it would reduce the miles of roads and trails designated for motor vehicle use by 55 miles compared to the 2009 Record of Decision Alternative. This includes 14.75 miles of routes closed in the December 5, 2011, Order for Injunction that are not proposed for reopening through this supplemental analysis. Routes not proposed for reopening are Trail 4340 Bunting Canyon (0.23 mile), Trail 40148 Badger Creek (1.70 miles), and Trail 40437 Uncle Ike Mines (2.71 miles).

Proposed roads and trails that would be deleted from the 2009 Record of Decision are listed in Table 1. The table displays the road or trail number and name along with the status of the route in the 2009 Record of Decision, the district, watershed (HUC) name, Idaho Roadless Area name and Management Area or Management Prescription delineation where the road or trail is located. Also included in the table are the Roadless Area theme and the rationale for not designating or changing the type or season of motor vehicle use. Roads and trails that would not be designated were identified through this supplemental analysis of direct, indirect, and cumulative effects to Idaho Roadless Areas and application of minimization criteria.

The 2009 Selected Alternative, called the 2009 Record of Decision Alternative in this DSEIS, includes the roads, trails, areas, mitigation measures and project design features described in the 2009 Record of Decision. The Record of Decision Alternative is slightly different than the 2009 Preferred Alternative because it designates 3.18 fewer miles of routes. These minor route changes were made between the 2009 FEIS and issuance of the 2009 Record of Decision. (These changes are discussed in Appendix A of the 2009 Record of Decision [pages 28–30, AR047098-047100].)

2014 Final Supplemental Environmental Impact Statement Alternative (2014 Preferred Alternative)

This alternative is in response to public comment in the SDEIS and is similar to the 2009 Record of Decision with the exception that it would reduce the miles of roads and trails designated for motorized use by 40.88 miles compared to the 2009 Record of Decision, and designate 12.93 more miles compared to the 2013 SEIS Alternative. This includes routes closed in the December 5, 2011, Order for Injunction that are not proposed for reopening through this supplemental

analysis. Routes not proposed for reopening are Trail 4340 Bunting Canyon (0.23 miles), Trail 40148 Badger Creek (1.70 miles), and Trail 40437 Uncle Ike Mines (2.71 miles).

Proposed changes, including those routes that will not be designated, are listed in Table 1. The table displays the roads and trail number and name along with the status of the route in the 2009 Record of Decision, the propose status of the route in the 2014 FSEIS Alternative, the district, watershed (HUC) name, Idaho Roadless Area name and Management Area or Management Prescription delineation where the road or trail is located. Also included in the table are the Roadless Area theme and the rationale for not designating or changing the type or season of motor vehicle use. Roads and trails that would not be designated were identified through this supplemental analysis of direct, indirect, and cumulative effects to Idaho Roadless Areas and application of minimization criteria.

The 2009 Selected Alternative, called the 2009 Record of Decision Alternative in this DSEIS, includes the roads, trails, areas, mitigation measures and project design features described in the 2009 Record of Decision. The Record of Decision Alternative is slightly different than the 2009 Preferred Alternative because it designates 3.18 fewer miles of routes. These minor route changes were made between the 2009 FEIS and issuance of the 2009 Record of Decision. (These changes are discussed in Appendix A of the 2009 Record of Decision [pages 28–30, AR047098-047100].)

Table 1. Route changes between the 2009 Record of Decision and the FSEIS Alternative

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U052115B[1]	Open Road	Not Designated	Lost River	Star Hope Creek	0.07[2]	Pioneer Mountains	Backcountry Restoration	11	This route goes through a roadless area and is believed to be an error due to poor mapping in the past. The route is within 300 ft. of Road 40506, therefore it may be used to access dispersed camping.
U052817A[1]	Open Road	Not Designated	Lost River	Lower Little Lost River	0.05[2]	Jumpoff Mountain	Backcountry Restoration	12	The previously unauthorized 0.05 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.34				
U061917A[1]	Open Road	ATV Trail	Lost River	North Fork Big Lost River	0.12[2]	Boulder White-Clouds	Backcountry Restoration	11	The Big Fall Creek Road is connected to an unauthorized route that goes through an Idaho Roadless Area. Due to poor mapping in the past this is believed to be an error. The Forest is pursuing boundary changes for administrative corrections to the Roadless Area boundaries (ROD.7). This route has been identified as part of the administrative correction process and will require a 30-day public notice and opportunity for comment that is separate from this decision. Until this process is complete the entire Big Fall Creek Road will be designated as a motorized trail open to ATVs. Maintenance of this route is scheduled for 2014 including barrier placement on unauthorized spur routes and a U route in Boulder-White Cloud IRA cherry stem.
U061917A[1]	Open Road	ATV Trail	Lost River	North Fork Big Lost River	0.60[2]	Boulder White-Clouds	Wild Land Recreation	11	
40168 Big Fall Creek[1]	Open Road	ATV Trail	Lost River	North Fork Big Lost River	1.82	Boulder White-Clouds	Wild Land Recreation	11	
U062127A[1]	Open Road	Not Designated	Lost River	East Fork Big Lost River	0.11[2]	Pioneer Mountains	Backcountry Restoration	11	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U072609A[1]	Open Road	Not Designated	Lost River	Middle Big Lost River	0.16[2]	King Mountain	Backcountry Restoration	15	The previously unauthorized 0.16 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.06				
U141-09I[1]	Open Road	Not Designated	Challis-Yankee Fork	Lower Pahsimeroi River	0.10[2]	Lemhi Range	Backcountry Restoration	20	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U141-19KA[1]	Open Road	Not Designated	Lost River	North Fork Big Lost River	0.01[2]	Pioneer Mountains	Backcountry Restoration	11	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.08				
U141-20HW[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.01[2]	Borah Peak	Backcountry Restoration	16	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.52				
U141-20JV[1]	Open Road	Not Designated	Challis-Yankee Fork	Warm Spring Creek (1)	0.18[2]	Pahsimeroi Mountain	Backcountry Restoration	17	The previously unauthorized 0.18 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.44				
U161836C[1]	Open Road	Not Designated	Challis-Yankee Fork	Morgan Creek	0.10[2]	Camas Creek	Backcountry Restoration	21	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U201[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.48[2]	Borah Peak	Backcountry Restoration	16	The previously unauthorized 0.16 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area. The designated portion still provides a loop with U141-20JV back down to the forest boundary.
		Designated			0.40				
40415 Jones Creek[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.12[2]	Borah Peak	Backcountry Restoration	16	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule. This route is the end of U201 that will not be designated. Route 40900 will be designated outside of the roadless area with 0.06 miles designated within roadless to provide access to this area.
U80-1[1]	Open Road	Not Designated	Lost River	Upper Big Lost River	0.02[2]	Pahsimeroi Mountain	Backcountry Restoration	17	The previously unauthorized 0.02 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.08				

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U-LR-F-095[1]	Open Road	Not Designated	Lost River	Antelope Creek	0.32[2]	Pioneer Mountains	Backcountry Restoration	25	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U-LR-F-102[1]	Open Road	Not Designated	Lost River	Middle Big Lost River	0.01[2]	King Mountain	Backcountry Restoration	15	The previously unauthorized 0.01 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.27				
U-LR-F-103[1]	Open Road	Not Designated	Lost River	Middle Big Lost River	0.02[2]	King Mountain	Backcountry Restoration	15	This previously unauthorized route will not be designated. This route does not comply with the Idaho Roadless Rule.
U251721A[1]	Open Road	Not Designated	North Fork	Horse Creek	0.06[2]	Oreana	Backcountry Restoration	3A-5B	The previously unauthorized 0.06 miles of this route will not be designated. This route does not comply with the Idaho Roadless Rule. The designated portion still provides access to dispersed camping outside of the Roadless Area.
		Designated			0.11				
40437 Uncle Ike Mines	Trail–ATV+2WL	Not Designated	Lost River	Middle Little Lost River	2.56	N/A	N/A	14	The 40437 Uncle Ike Mines was closed by Court Order. The FSEIS proposes to not designate this route. The trail does not provide a loop opportunity or access to unique recreation opportunities
U52-01H	Trail–ATV+2WL	Not Designated	Lost River	Middle Little Lost River	0.15	N/A	N/A	14	This route is connected to the Uncle Ike Mines.
U52-01I	Trail–ATV+2WL	Not Designated	Lost River	Middle Little Lost River	0.04	N/A	N/A	14	This route is connected to the Uncle Ike Mines.
40148 Badger Creek Trail	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	1.70	N/A	N/A	14	The 40148 Badger Creek Trail was closed by Court Order. The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.
40148	Open Road	Not Designated	Lost River	Upper Little Lost River	0.25	N/A	N/A	14	The FSEIS proposes to not designate 0.25 miles of this road to mitigate potential impacts with private property.
		Designated			0.40				
40148-A	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	1.10	Diamond Peak	Backcountry Restoration	14	The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
T-LR-A002	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	0.52	Diamond Peak	Backcountry Restoration	14	The FSEIS proposes to not designate this trail to mitigate potential impacts with private property.
4340 Bunting Canyon	Trail–ATV+2WL	Not Designated	Lost River	Upper Little Lost River	0.23	N/A	N/A	14	The 4340 Bunting Canyon was identified, but not closed by the Court Order. The FSEIS proposes to not designate this trail due to resource concerns.
U142730A	Trail–ATV+2WL	Not Designated	Leadore	Texas Creek	0.30	Lemhi Range	Backcountry Restoration	2B	The 0.30 miles did not comply with the Forest Plan.
		Designated			2.69				
6121 Pierce Creek	Trail – 2WL	Not Designated	North Fork	North Fork Salmon River	1.85	Anderson Mountain	Backcountry Restoration	2A and 3A-5A	This trail does not meet Forest Service motorized use design criteria in FSH 2309.18 and lacks public access across private land.
60069 Carmen Creek	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	2.09	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
60069-A Carmen Creek Spur A	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	1.78	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
60069-B Carmen Creek Spur B	Open Road	Seasonal Road	North Fork	Carmen Creek Salmon River	0.83	N/A	N/A	5C	Convert to seasonal road to provide wildlife security
4092 Bear-Wet Creek Trail	Trail – 2WL Year Long	Trail–2WL Seasonal	Lost River	Middle Big Lost River	2.25	Borah Peak	Wild Land Recreation	16	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
4092 Bear-Wet Creek Trail	Trail – 2WL Year Long	Trail–2WL Seasonal	Lost River	Wet Creek	1.43	N/A	N/A	16	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
U092311B	Trail–OHV	Not Designated	Challis-Yankee Fork	Upper Pahsimeroi River	0.35	Borah Peak	Backcountry Restoration	16	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U162609F	Trail–ATV+2WL	Not Designated	Leadore	Upper Lemhi River	0.81	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.

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U162616E	Trail–ATV+2WL	Not Designated	Leadore	Upper Lemhi River	0.37	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172628F	Trail–OHV seasonal	Not Designated	Leadore	Upper Lemhi River	0.09	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172635B	Trail–OHV seasonal	Not Designated	Leadore	Upper Lemhi River	0.30	Goat Mountain	Backcountry Restoration	2A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U061907A	Open road	Not Designated	Lost River	North Fork Big Lost River	0.06	Boulder-White Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U061907B	Open road	Not Designated	Lost River	North Fork Big Lost River	0.02	Boulder-White Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222001D	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.24	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012H	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.10	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012L	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.14	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012N	Trail–OHV	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.30	Napias	General Forest	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U071816A	Trail–OHV	Not Designated	Lost River	North Fork Big Lost River	0.02	N/A	N/A	11	The U route was not designated as a trail-OHV, but changed to road and added to 40477

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U111315C	Open road	Not Designated	Challis-Yankee Fork	Basin Creek–Salmon River	0.29	N/A	N/A	5	Resource surveys not conducted; 2014 Alternative would not designate this route
U112317A	Trail–OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.21	N/A	N/A	16	Resource surveys not conducted; 2014 Alternative would not designate this route
U112319A	Trail–OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	1.10	N/A	N/A	16	Resource surveys not conducted; 2014 Alternative would not designate this route
U122210B	Trail–OHV	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.82	N/A	N/A	17	Resource surveys not conducted; 2014 Alternative would not designate this route
U141703A	Trail–OHV	Not Designated	Challis-Yankee Fork	Challis Creek	1.03	N/A	N/A	21	Resource surveys not conducted; 2014 Alternative would not designate this route This route parallels and is within 300 feet of 40537 and therefore considered redundant.
U204	Road Seasonal	Not Designated	Challis-Yankee Fork	Basin Creek Salmon River	0.45	N/A	N/A	5	Resource surveys not conducted; 2014 Alternative would not designate this route
U192304A	Trail–OHV	Not Designated	Leadore	Lower Lemhi River	0.85	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U142502E	Open road	Not Designated	Leadore	Timber Creek	0.21	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U142502F	Open road	Not Designated	Leadore	Timber Creek	0.57	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U142502G	Open road	Not Designated	Leadore	Timber Creek	0.96	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U152412A	Open road	Not Designated	Leadore	Upper Lemhi River	3.88	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U152412C	Open road	Not Designated	Leadore	Upper Lemhi River	0.52	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U152424B	Open road	Not Designated	Leadore	Upper Lemhi River	0.21	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U141-20JB	Open road	Not Designated	Challis-Yankee Fork	Middle Pahsimeroi River	0.76	N/A	N/A	4	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U121216B	Open road	Not Designated	Middle Fork	Marsh Creek	0.23	N/A	N/A	3	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U121123G	Open road	Not Designated	Middle Fork	Marsh Creek	0.08	N/A	N/A	3	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U-LR-F-016	Open road	Not Designated	Lost River	Middle Big Lost River	0.17	N/A	N/A	16	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U-LR-F-107	Open road	Not Designated	Lost River	Middle Little Lost River	0.14	N/A	N/A	15	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U192108B	Open road	Not Designated	Salmon Cobalt	12-mile Creek Salmon River	0.49	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U202210C	Trail–OHV	Not Designated	Leadore	Lower Lemhi River	1.26	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222111B	Open road	Not Designated	Salmon Cobalt	Carmen Creek Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222111L	Open road	Not Designated	Salmon Cobalt	Carmen Creek Salmon River	0.29	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U222123I	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.19	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123L	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.11	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222127A	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.29	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222127B	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.41	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222135G	Open road	Not Designated	Salmon Cobalt	Williams Creek Salmon River	2.11	N/A	N/A	5B-8A	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222123B	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.94	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222126C	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.26	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123A	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.15	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123C	Trail–OHV	Not Designated	Salmon Cobalt	Williams Creek Salmon River	0.65	N/A	N/A	8A	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U222105A	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.27	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222105B	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.67	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222105C	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131P	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.31	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106J	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106I	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.13	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.24	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106F	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222106G	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.04	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232036B	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.19	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BD	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BE	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BF	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BG	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AR	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.05	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AS	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AT	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AV	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232131AU	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AW	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.02	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AX	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.05	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AY	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.01	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131AZ	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.04	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BA	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.08	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BB	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.01	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232131BC	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.03	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232130A	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.38	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
U232132D	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.24	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.20	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132F	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.06	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132K	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.07	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132H	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.11	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U232132I	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.16	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U222012E	Open Road	Not Designated	Salmon Cobalt	Indian Creek–Salmon River	0.16	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
U261935A	Open Road	Not Designated	North Fork	Indian Creek–Salmon River	2.74	N/A	N/A	5B	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
4064.1 Rough Lake Cutoff Trail	Trail ATV	Trail ATV	Lost River	Star Hope Creek	0.04	Pioneer Mountains	Backcountry Restoration	11	300 feet of trail was closed in 2012 and will not be designated to minimize impacts to soil and water resources

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
40621 Little Fall Creek Spur Road	Open Road	Not Designated	Lost River	North Fork Big Lost	0.90	Boulder White-Clouds	Wild Land Recreation	11	This unauthorized route does not meet resource, safety, or design criteria for roads as described in the road inspection survey.
4032 Hay Creek-Knapp Creek Trail	ATV 2WL Seasonal	ATV 2WL Seasonal	Middle Fork	Marsh Creek	5.53	N/A	N/A	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4034 Knapp Creek Cutoff Trail	ATV 2WL Seasonal	ATV 2WL Seasonal	Middle Fork	Marsh Creek	1.35	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4035.03 Winnemucca Creek Trail	2WL Seasonal	2WL Seasonal	Middle Fork	Marsh Creek	5.45	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4033 Beaver Creek -Trail Creek	2WL Seasonal	2WL Seasonal	Middle Fork	Marsh Creek	2.01	Loon Creek	Backcountry Restoration	3	Change season from 5/22 – 9/30 to 7/1 – 9/30
4072 Morse Creek Canyon Trail	ATV Yearlong	2WL Seasonal	Challis-Yankee Fork	Lower Pahsimeroi River	1.47	N/A	N/A	20	Change from yearlong ATV to seasonal 2 wheel 5/22 – 9/7
U23-17CC	Open Road Yearlong	ATV Yearlong	Challis Yankee Fork	Bayhorse Creek – Salmon River	0.37	N/A	N/A	10	Change from open road to ATV yearlong – connecting routes are ATV designation.
U23-17S	Open Road Yearlong	ATV	Challis Yankee Fork	Bayhorse Creek – Salmon River	1.12	N/A	N/A	10	Change from open road to ATV yearlong – connecting routes are ATV designation.
4201 Beef Pasture	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Squaw Creek	1.67	Squaw Creek	Backcountry Restoration	9	Change from 2 wheel to ATV.
4152 Buster Lake	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Squaw Creek	0.33	N/A	N/A	9	Change from 2 wheel to ATV.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
4152 Buster Lake	2 WL Seasonal	ATV Seasonal	Challis Yankee Fork	Garden Creek – Salmon River	0.97	N/A	N/A	13	Change from 2 wheel to ATV.
4161 Fivemile Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	1.97	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4161 Fivemile Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	4.10	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	7.43	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	1.31	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4162 Peach-Cinnabar	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Squaw Creek	5.07	Squaw Creek	Backcountry Restoration	9	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4163 Ramey-Fivemile	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	6.48	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4164 Custer Lookout Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	0.72	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4165 Gardner Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	6.34	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4166 Burnt Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	3.93	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.

Route Number	2009 ROD Status	Proposed Status	District	HUC Name	Miles	Idaho Roadless Area	Idaho Roadless Theme	Mgt Area or Rx	Rationale for Change
4168 Silver Creek	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	2.32	Squaw Creek	Backcountry Restoration	6	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4169 Peach Muley Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	2.76	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4169 Peach Muley Cutoff	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	0.65	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Basin Creek-Salmon River	4.14	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	0.04	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326 Lower Muley Creek	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Yankee Fork	0.09	Squaw Creek	Backcountry Restoration	8	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
6067 Hornet Creek	Trail ATV Seasonal	2WL Seasonal	Salmon-Cobalt	Indian Creek – Salmon River	4.84	Napoleon Ridge	General Forest	5B	This route has been changed from an ATV trail to a 2 Wheel seasonal trail because the trail is too narrow for ATV use
6068 Little Moose Creek	Trail ATV Seasonal	2WL Seasonal	Salmon-Cobalt	Indian Creek – Salmon River	5.24	Napoleon Ridge	General Forest	5B	This route has been changed from an ATV trail to a 2 Wheel seasonal trail because the trail is too narrow for ATV use

[1] The Forest is pursuing boundary changes for administrative corrections to the Roadless Area boundaries (ROD.7). This route has been identified as part of the administrative correction process and will require a 30-day public notice and opportunity for comment that is separate from this decision.

[2] There are 2.54 miles of routes not being designated within Idaho Roadless Areas.

Status of Routes Named in 2011 Court Order and Decision

Twenty-nine routes were requested for closure in Plaintiff's motion for injunctive relief. Of the 29 routes, the Court did not consider six routes (4054, 4176, 4186, 4187, 4205, and 40501) because Plaintiffs did not comment on these routes during the legal comment period and failed to exhaust their administrative remedies.

Of the remaining 23 routes, the Court found evidence of immediate harm on the following six routes and closed them to continued motor vehicle use under current circumstances, while the Record of Decision is revised:

Trail 4051 (Toolbox-Herd Creek Trail)

Trail 4055 (Burnt Aspen Trail [0.8 mile segment only])

Trail 4091 (Swauger Lake Trail)

Trail 40148 (Badger Creek Trail)

Trail 40437 (Uncle Ike Mines Trail)

Trail 4024 (Iron Creek-Lola Creek Trail)

As stated in the description of the 2013 Alternative, three routes closed by the injunction are proposed to remain closed and would not be designated for motor vehicle use; they are:

Trail 4340 (Bunting Canyon Trail)

Trail 40148 (Badger Creek Trail)

Trail 40437 (Uncle Ike Mines Trail)

Additionally the Court found evidence of immediate harm on the following trails, but did not close these routes to motor vehicle use because the public interest is best served by keeping these routes open while a revised Record of Decision is prepared:

Trail 4268 (Challis Creek Lakes Trail)

Road 40136 (Wildhorse Road)

Trail 4032 (Hay Creek-Knapp Creek Trail)

Plaintiffs did not provide sufficient evidence of likely irreparable harm, on all or part of the following 14 routes:

Trail 4026 (Swamp Creek Trail)

Trail 4033 (Beaver Creek Trail)

Trail 4035 (Winnemucca Creek Trail)

Trail 4039 (Valley Creek Trail)

Trail 4055 (Burnt Aspen Trail-6.04 mile segment)

Trail 4092 (Bear-Wet Creek Trail)

Trail 4188 (East Pass Creek Trail) (comments actually pertain to Trail 4189 [Sagebrush Trail])

Trail 4340 (Bunting Canyon Trail)

Trail 6093 (Big Hat Creek Trail)

Road 40134 (North Fork Big Lost Road) (this road was incorrectly named in the 2009 Record of Decision; the correct name is Kane Lake Road)

Road 40157 (North Creek Road)

Road 40177 (Deadfall Creek Road)

Road 40411 (Sawmill Gulch Road)

Road 40434 (Long Lost Creek Road)

These routes are not closed to continued motor vehicle use while the Record of Decision is revised. Repair and maintenance has been conducted on all of the above listed routes except Road 40177 (Deadfall Creek Road).

Photographs and descriptions of trail and road repair and maintenance to minimize impacts to Forest resources and remedy harm are documented in Appendix D.

Supplemental Analysis

Impact on Roadless Values and Wilderness Attributes in Recommended Wilderness Areas and Idaho Roadless Areas

Changes between the Draft and Final

- The analysis is updated to include more site-specific information and analysis on recommended wilderness areas and the ‘wild’ river classification of two eligible wild and scenic rivers.

Roadless Areas. Since the Forest Service Roadless Area Review and Evaluation (Rare II) the Agency has used locally driven forest plans to manage inventoried roadless areas. While these plans accounted for the comments of local communities by considering the characteristics of each individual roadless area, some felt these plans lacked a national perspective and allowed too much modification of roadless characteristics. The 2001 Roadless Area Conservation Rule was established to provide nationwide consistency in the management of roadless areas.

The State of Idaho petitioned the U.S. Department of Agriculture in 2006 to establish new management for National Forest System roadless areas in the State by the proposed Idaho Roadless Rule. The final Rule was adopted by the Department in 2008, and supersedes the 2001 Roadless Rule. It establishes a system of 250 Idaho Roadless Areas that are designated and managed by a continuum of five management classifications that detail prohibitions with exceptions or conditioned permissions governing road construction, timber cutting and discretionary mineral development.

The 2008 Idaho Roadless Rule designated a total of 55 Idaho roadless areas on the Salmon-Challis National Forest and assigned management classifications to all Idaho roadless areas, with some having two or more management classifications. The Rule assigns management classifications and excepted or permitted activities associated with them, based on the roadless character and wilderness attributes of a roadless area and its future potential for wilderness designation, as well as effects to recommended and designated wilderness areas adjacent to designated Idaho Roadless Areas.

The management classifications at the core of the 2008 Idaho Roadless Rule beginning from most to least restrictive are: Wild Land Recreation; Special Areas of Historic or Tribal Significance; Primitive; Backcountry Restoration; and General Forest, Range and Grassland. A sixth designation, Forest Plan Special Areas, was used to identify areas specifically managed by Forest Plans, such as wild and scenic rivers, research natural areas, or other specific purposes identified in forest plans. These areas are managed under the forest plans of each Forest and the Idaho Roadless Rule does not apply.

Recommended Wilderness. The Forest planning process conducted in the 1980s for the Challis National Forest identified the three recommended wilderness areas considered in this analysis and released remaining roadless area acreage from further consideration as recommended wilderness areas until the next planning cycle. The three recommended wilderness areas are: Borah Peak (113,197 acres), Boulder-White Clouds (35,274 acres), and Pioneer Mountains (51,510 acres). All three recommended wilderness areas are located on the Challis National Forest, with additional contiguous acreage for the Boulder-White Clouds and Pioneer Mountains recommended wilderness areas located on the adjacent Sawtooth National Forest. There were no recommended wilderness areas identified in the Final Land and Resource Management Plan for the Salmon National Forest.

Proposed Wilderness Bills. The most recent proposed wilderness bill was introduced in the House of Representatives January 3, 2013. The Bill proposes the following areas as designated wilderness areas as components of the National Wilderness Preservation System:

1. **Hemingway-Boulders Wilderness (approximately 110,370 acres).** This area includes portions of the Boulder-White Clouds Roadless Area. This area does not follow the boundaries of the Forest Plan Recommended Wilderness. It includes lands outside of the recommended wilderness.
2. **White Clouds Wilderness (approximately 90,888 acres).** This area is located on the Sawtooth National Forest.
3. **Jerry Peak Wilderness (approximately 131,670 acres).** This area includes portions of the Boulder-White Clouds Roadless Area. This area does not follow the boundaries of the Forest Plan recommended wilderness. It includes lands outside of the recommended wilderness.

Congressionally designated wilderness is defined and described as a distinct resource in the 1964 Wilderness Act, as well as in the Multiple Use Sustained-Yield Act of 1960. Law and Forest Service policy directs that wilderness character be protected, perpetuated, and preserved. Over time, wilderness managers have been challenged to quantify seemingly intangible wilderness qualities in order to evaluate whether the mandate has been met.

More recently, wilderness researchers have focused on developing a quantitative set of monitoring indicators and measures used to determine the conditions in wilderness and to guide

management actions. These evaluative elements are drawn from five primary wilderness qualities, contained in the definition of wilderness in the Act. The five qualities are: (1) untrammeled, (2) undeveloped, (3) natural, (4) outstanding opportunities for solitude or primitive and unconfined type of recreation, and (5) special features of ecological, geologic, scientific, educational, scenic or historical value.

Changes between FEIS and FSEIS

This section of the Final Supplemental EIS responds to the deficiency identified in the Court Order that the 2009 decision adopting the Salmon-Challis National Forest Travel Plan violates the National Environmental Policy Act because the "record does not support the Agency's decision to exclude from its cumulative impacts analysis the combined effect of motorized routes less than one-half mile long on the wilderness values and roadless characteristics of the Recommended Wilderness Areas and Idaho Roadless Areas on the Salmon-Challis National Forest."

This supplement analyzes the direct, indirect, and cumulative effects of all routes, including those less than one-half mile in length, proposed for designation in the Salmon-Challis National Forest Travel Management Plan. Some mileage corrections have been completed based on more accurate information.

The overall structure is revised to consider direct and indirect effects of the alternatives on each Idaho roadless areas, recommended wilderness area and the proposed wilderness bill. This approach provides a deeper look at groups of proposed routes in a defined context of the Idaho roadless areas. In turn, the cumulative effects of past, present and reasonably foreseeable future activities are considered for each group of Idaho roadless areas and recommended wilderness areas.

The following changes were made to sub-sections of the 2009 FEIS: The introductory text to Section "3.3.2 Issues" was revised and the issue statement changed to better reflect the concerns and meet the requirements of roadless area analysis. In Section "3.3.3 Methodology," additional analysis of direct and indirect effects was conducted for the 24 Idaho roadless areas that added routes and for the 3 recommended wilderness areas as distinct land designations. This analysis looks at the cumulative effects of all proposed routes. Numbers of routes, mileage and the effect of route location on remaining roadless acreage, as a measure of solitude, are also included.

The effects of Alternative 1 and the 2013 DSEIS Alternative to wilderness attributes are compared to the No Action Alternative (Alternative 0), which serves as the environmental baseline. This analysis utilizes a national inter-agency wilderness monitoring protocol to analyze beneficial and detrimental effects of route designation by alternative on the wilderness attributes of solitude, primitive recreation, and the undeveloped quality of wilderness character, on a roadless area scale. Methodology and details of the analysis are discussed further in the following sections.

Roadless characteristics are summarized in appendix A through the review and summary of information drawn from several sources, including the specialist reports and associated tables for Idaho roadless areas and recommended wilderness areas in the FEIS; resource effects matrices used in the previous analysis; and the analysis for application of minimization criteria included as part of this DSEIS.

Issues and Indicators

Roadless Issue 1: Motor vehicle use on designated roads and motor vehicle trails in Idaho roadless areas detracts from the roadless character of the land and can adversely affect wilderness attributes and roadless characteristics.

Indicators: The Forest Service Handbook 1909.12 (72) identifies characteristics used to identify the capability of an unroaded area to be considered for future wilderness designation. The Travel Plan and OHV Route Project use these characteristics as evaluation indicators. The indicators measure effects of the project upon roaded lands in the project area. However, there are no established thresholds that apply to these indicators. Rather, the indicators are evaluated along a continuum to determine the amount of change and potential affects upon wilderness characteristics.

Natural/Undeveloped: The extent to which long-term ecological processes are intact and operating. And the degree to which the impacts documented in natural integrity are apparent to most visitors.

- Acres open to cross-country travel
- Miles of motorized routes
- Miles of unauthorized routes (U Routes added to the system)
- Acres of 300-foot dispersed camping areas off motorized routes

Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation: Solitude is a personal, subjective value defined as the isolation from sights, sounds and presence of others, and from developments and evidence of humans. Primitive recreation is characterized by meeting nature on its own terms, without comfort and convenience of facilities.

- Acres of the area with 0.5-mile buffer from motorized routes.

Special Features: Unique ecological, geographical, scenic and historical features of an area.

- Motorized routes in research natural areas
- Motorized routes in wild and scenic river corridors (0.25 mile)
- Motorized routes in eligible wild and scenic rivers corridors (0.25 mile)

Manageability: The ability to manage an area for wilderness consideration and maintain wilderness attributes.

Methodology for Analysis

This analysis focuses on the potential effects of motorized routes on wilderness characteristics as defined in Forest Service Handbook (FSH) 1909.12 (72.1) by comparing the alternatives to the existing baseline in Alternative 0. It is recognized that expanses of unroaded lands, whether or not officially “inventoried”, provide other resource values as well. In addition to wilderness attributes, the Idaho roadless areas and contiguous unroaded areas may contain roadless area characteristics. Table 2 shows the crosswalk between the wilderness attributes identified in Forest Service Handbook 1909.12 and the 1964 Wilderness Act; and the roadless area characteristics. Potential project effects to roadless characteristics were evaluated in the FEIS as they relate to specific resources by district. These effects are summarized for each specific roadless area in the roadless characteristics worksheets (Appendix A).

Analysis has been completed on the total motorized routes and not broken out into motorized roads and motorized trails. Motorized route tables in Appendix H of the FEIS (USDA Forest Service 2009) list the route number and use code. There are no unauthorized routes being added to the system as roads in any roadless area in the 2014 FSEIS Alternative. Those routes that were being added to a roadless area as roads have been not been designated due to inconsistencies with the Idaho Roadless Rule and are listed in Table 1.

Acres and miles of routes were calculated in GIS. Due to different layers being used (i.e. Management Areas and Roadless Areas) and rounding of numbers, total numbers in the tables may be slightly off. This inconsistency does not change the effects analysis within the Environmental Consequences in each roadless area analysis.

Table 2. Crosswalk between wilderness attributes and roadless area characteristics

Wilderness Attributes	Roadless Area Characteristics[1]
Natural: Ecological systems are substantially free from the effects of modern civilization and generally appear to have been affected primarily by forces of nature **Undeveloped:** Degree to which the area is without permanent improvements or human habitation	▪ High quality or undisturbed soil, water, and air ▪ Sources of public drinking water ▪ Diversity of plant and animal communities ▪ Habitat for threatened, endangered, proposed, candidate, and sensitive species and for those species dependent on large, undisturbed areas of land ▪ Reference landscapes ▪ Natural appearing landscapes with high scenic quality
Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation: ***Solitude:*** opportunity to experience isolation from the sights, sounds, and presence of others from the developments and evidence of humans ***Primitive and unconfined recreation:*** opportunity to experience isolation from the evidence of humans, to feel a part of nature, to have a vastness of scale, and a degree of challenge and risk while using outdoor skills	▪ Primitive, semi-primitive non-motorized and semi-primitive motorized classes of dispersed recreation
Special Features and Values: Capability of the area to provide other values such as those with geologic, scientific, educational, scenic, historic, or cultural significance	▪ Traditional cultural properties and sacred sites ▪ Other locally identified unique characteristics
Manageability: The ability of the Forest Service to manage an area to meet size criteria and the elements of wilderness	▪ No criteria

[1]Roadless Area Characteristics were analyzed in the FEIS within each specialist section. This analysis has been summarized in the roadless characteristics worksheet tables at the end of each roadless area analysis.

Analysis for 36 CFR 212.55(b) Minimization Criteria

Changes between Draft and Final

- The analysis is updated to include site-specific information about current conditions of motor vehicle trails and explains how the responsible official used that information to minimize impacts to Forest resources and validate consistency with Forest Plan general direction and management area and management prescription direction in the trail and area designation process to formulate the 2014 FEIS Preferred Alternative.
- The analysis is updated to provide information about how project design features, mitigation measures, and ongoing monitoring were used to minimize impacts to Forest resources in developing the 2014 FEIS Preferred Alternative.
- The Forest Plan(s) Direction section has been updated to only include direction that specifically pertains to the minimization of impacts from motor vehicle use in the designation of trails and areas. The Draft SEIS included all direction for Forest resources, some of which was not relevant to the analysis. Rationale to demonstrate minimization of impacts is included.

Introduction

The final Travel Management Rule provides for revisions of the Motorized Vehicle Use Map (MVUM) under §212.54. The final rule recognizes that designations of roads, trails, and areas for motor vehicle use are not permanent. Unforeseen environmental impacts, changes in public demand, route construction, and monitoring conducted under §212.57 of the final rule may lead responsible officials to consider revising designations under §212.54 of the final rule. The 2011 Court Order has prompted the responsible to revisit road and trail designations and determine if designation changes are warranted. Revisions may include additions to the system of designated routes, changes of vehicle type and season of as well as decisions to no longer designate routes that had been previously designated. §212.54 provides revisions be made through the same process of public involvement, coordination, and application of criteria.

The Travel Management Rule at §212.55(a) provides general criteria for the designation of roads, trails, and areas for motor vehicle use on National Forest System lands and specific criteria at 212.55(b) for designating trails and areas that require the responsible official to consider, with the objective of minimizing, (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands. These specific criteria referred to as “minimization criteria” apply when designating trails and areas, changing trail and area designations such as type of vehicle and season of use, or making a decision to no longer designate a previously designated trail or area. Consideration of the minimization criteria applies only to the designation of trails and areas and does not apply to the designation of roads. In addition, the responsible official must also consider, (5) compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors when designating trails and areas.

Application of the minimization criteria requires a sufficient analysis to allow consideration of minimizing effects. Minimizing effects, however, does not mean eliminating all effects. Eliminating all effects would prevent the Forest from meeting the purpose and need for this

project, which is to designate a system of roads, trails, and areas to meet transportation, access, and recreation objectives. Off-highway Vehicle Use (OHV) is a permissible recreational use, and OHV use, like any other human activity on the forest, will have some impact on the natural environment. The impacts of motor vehicle use to Forest resources are disclosed in Chapter 3 of the 2009 FEIS and supplemented by the analyses in this document.

Considering minimization of impacts suggests that the Forest have a designated system to meet transportation and recreation needs, while minimizing the impacts from that designated system. The threshold beyond which impacts from motor vehicle use become unacceptable is guided by the Salmon National Forest Land and Resource Management Plan (1988) and the Challis National Forest Land and Resource Management Plan (1987). Additionally, Forest plans require consistency with numerous resource laws, regulations, and policy, such as the Clean Water Act, the Endangered Species Act, and the Archaeological Resources Protection Act, which were promulgated to protect and preserve the Nation‘s resources.) Consistency with existing laws, regulations and policies are displayed in the Draft Revised ROD.

To meet the requirements of the Court Oder and explain how the minimization criteria are implemented into the SCNF Travel Plan decision to comply with the Travel Management Rule, the responsible official reanalyzed trail and area designations made in the 2009 ROD to formulate the proposed 2013 Alternative. Based on public comments, and the use of site-specific trail information, the proposed 2013 Alternative has been modified and is now presented as the 2014 FSEIS Preferred Alternative. Following is the process the responsible official used to designate trails and areas with the objective of minimizing (1) damage to soil, watershed, vegetation, and other forest resources; (2) harassment of wildlife and significant disruption of wildlife habitats; (3) conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands.

Designation Process

Use of site-specific trail and area information: The responsible official used site-specific information about trails and areas collected during “u-route surveys” performed by Forest Service personnel, condition information provided by various forest user groups, and monitoring information and photographs provided by plaintiffs (and their volunteers) in the lawsuit to propose specific trail and area designations with the objective of minimizing impacts.

The 2009 FEIS and ROD, which is the starting point for this analysis, categorized trails as previously unauthorized trails (U-routes) and system trails.

Proposal to NOT Designate Previously Unauthorized Trails: As discussed in the 2009 ROD “Staged Opening after Further Analysis” “Some previously unauthorized routes …have not been fully evaluated on the ground for potential safety, resource, and/or cultural concerns. Recognizing this, my decision to designate previously unauthorized routes (identified with the letter “U”, such as U252211A) is contingent on successful safety, resource, and cultural surveys.” (ROD pg. 5) Unauthorized routes refer to user-created routes that were not identified, constructed, maintained, or otherwise designated by the Forest Service. Since the 2009 ROD and 2010 MVUM, resource surveys have been completed on all previously unauthorized trails proposed for designation. As a result of these surveys, 15 trails totaling 6.92 are not designated because they did not meet trail standards for public safety and/or for protection of soil and water resources. The surveys documented the presence or absence of basic safety considerations on

trails proposed for designation as system trails to facilitate public uses. The criteria are based on design parameters for all-terrain vehicles to be maintained as Single Lane Class 2, which represents the lowest standard trail service level. Criteria include minimum trail width, width of structures, trail obstructions, protrusions and obstacles, trail grade, cross-slope, clearance, turn radius and site distance.

The soil and water resource condition survey rated trail type, landscape position, evidence of water on travel way, road drainage features, surface erosion features (> 4 inches), type of erosion including rutting, rilling, entrenchment, depth of ruts, rill, and/or entrenchment, type of stream/wetland crossing (if applicable), gradient, evidence of slope failure, and presence of trail braiding or detours. All safety and soil and water resource surveys are included in the project file.

These trails and associated areas to access dispersed campsites are not proposed for motor vehicle use in the 2014 DSEIS Preferred Alternative to minimize impacts to soil and water resources. Motor vehicle trails not meeting trail standards are displayed in Table 3 below.

Table 3. Motor vehicle trails not meeting trail standards

U-trail Number	2009 ROD	Mile-age	2014 FEIS Alternative	Rationale for not designating
U092311B	Trail–OHV	0.35	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U162609F	Trail-ATV+2WL	0.81	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U162616E	Trail-ATV+2WL	0.37	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172628F	Trail–OHV seasonal	0.09	Not designated	This unauthorized route did not pass a route survey due to resource, safety or design reasons. This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U172635B	Trail–OHV seasonal	0.30	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222001D	Trail–OHV	0.24	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012H	Trail–OHV	0.10	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012L	Trail–OHV	0.14	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222012N	Trail–OHV	0.30	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U192304A	Trail–OHV	0.85	Not designated	This unauthorized route did not pass a route survey due to resource, safety or design reasons. This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U202210C	Trail–OHV	1.26	Not designated	This unauthorized route did not pass a route survey due to resource, safety or design reasons.

U222123L	Trail–OHV	0.11	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123B	Trail–OHV	0.94	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222126C	Trail–OHV	0.26	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123A	Trail–OHV	0.15	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.
U222123C	Trail–OHV	0.65	Not designated	This unauthorized route does not meet resource, safety, or design criteria for trails as described in the trail inspection survey.

Using site-specific information to formulate the 2014 FSEIS Preferred Alternative and proposing to not designate previously unauthorized trails because of impacts to soil and water resources minimizes those impacts. Resource survey information and photographs documenting on-the-ground conditions including erosion, sedimentation, rutting and impacts to wet areas are included in the project record. These trails and areas do not comply with Salmon Forest Plan forest-wide direction to "Manage off-road vehicle use to prevent unacceptable resource impacts or damage" (Forest Plan, page IV-17). Challis Forest Plan direction states "initiate and enforce ORV restrictions and/or closures within areas where watershed damage is occurring, or where ORV use seriously impacts other resources, i.e. wildlife (Forest Plan IV-12).

Site-specific Repair and Maintenance of System Trails: System motor vehicle trails are designed and constructed according to Forest Service standards for different types of motor vehicle uses and are scheduled for periodic maintenance. Most system motor vehicle trails designated in previous travel plans were also designated in the 2009 ROD. Some trails originally constructed for motorcycle use have been illegally used by ATVs and OHVs and have left an impression on the landscape that they are suited for these larger classes of vehicles. Public comments identify, and the Forest concurs, that unauthorized use has caused damage to soils, wet areas, streambanks, and cultural resources.

Comments received on the 2013 DSEIS Alternative expressed conflicting public desires for designation, non-designation, change of seasonal operating period and or type of vehicle class use for system motor vehicle trails. All public comments to the 2013 DSEIS and Forest responses are included in Appendix F of this document. Some of the system trails receiving public comment are currently closed through Court Order because of evidence of harm to soil and water resources. Maintenance has been completed on 21 system trails, including six trails closed by the injunction and 15 trails not closed by Court Order, but show evidence of resource damage. The trails involved and the maintenance performed are described in Appendix D of this document. These trails have been repaired and maintained to minimize impacts to soil and water resources. Verification that maintenance of existing system trails has remedied impacts was used to by the responsible official to formulate the 2014 FSEIS Alternative.

Not all designated system trails identified in the 2013 Alternative are in acceptable condition to minimize impacts to soil, watershed and other Forest resources and therefore are not consistent with Forest Plan direction to manage off-road vehicle use to prevent unacceptable resource impacts or damage (Salmon Forest Plan, page IV-17) or to initiate and enforce ORV restrictions

and/or closures within areas where watershed damage is occurring, or where ORV use seriously impacts other resources, i.e. wildlife (Forest Plan IV-12).

Site-specific Emergency Closures of System Trails: Based on current trail conditions, the responsible official chooses to designate four system motor vehicle trails, display them on the MVUM, and temporarily close them to motor vehicle use to minimize adverse effects to soil and water until they can be repaired. The 2005 Travel Management Rule includes provisions for the Forest Service to exercise its distinct authority to close trails and other areas. Consistent with Executive Order 11989, the regulations allow the Forest Service to temporarily close roads, trails, or other areas when it finds that OHV use "is directly causing or will directly cause considerable adverse effects on public safety or soil, vegetation, wildlife, wildlife habitat, or cultural resources associated with that road, trail, or area." 36 C.F.R.§ 212.52(b)(2). The trails to be closed using these provisions are listed in Table 4.

The Forest Service's duty to designate comprehensive travel management plans is distinct from its authority to close trails and other areas. In this situation, the responsible official is exercising authority over "[t]emporary, emergency closures" without prior public notification and will close these trails immediately. The responsible official choses to temporarily close four system motor vehicle trails to minimize further impacts to Forest resources until damage can be mitigated.

Table 4. Trails temporarily closed by Forest Service closure order

Route	Route Name	Status	District	Hydrologic Unit Code	Use Code	Miles	MA Code
4054	Phi Kappa	Trail-atv and two wheeled open	Lost River	North Fork Big Lost	ATV1	1.37	11
4203	East Basin Lake	Trail-atv closed and two wheeled open	Challis-Yankee Fork	Basin Creek-Salmon River	2WL1	0.79	5
4203	East Basin Lake	Trail-atv closed and two wheeled open	Challis-Yankee Fork	Basin Creek-Salmon River	2WL1	0.23	6
4183.02	Lake Fork	Trail-atv closed and two wheeled open	Challis-Yankee Fork	Middle Pahsimeroi River	2WL1	2.91	20
6183	Big Eightmile	Trail-atv closed and two wheeled open	Leadore	Upper Lemhi River	2WL1	1.88	2A-1

Proposal to Designate specific trails for summer seasonal motor vehicle use: Impacts to some system motor vehicle trails designated for yearlong use appear to be caused by early season and late season riding when soils are wet and the trails are susceptible to rutting. Rutting can cause drainage problems and lead to water quality degradation. Many trails designated in the 2009 ROD have seasonal operating periods which were adapted from the previous Travel Plans. The 1988 and 1994 Travel Plans applied seasonal closures for erosion protection and wildlife security. The 2005 Travel Management Rule allows for the designation of seasonal use (seasonal open periods). Five seasonal open periods were described in the 2009 FEIS (Appendix H p.2). The descriptions have been expanded to include soil protection during the spring, early summer and autumn. The objectives of designating summer open periods on motor vehicle trails are two-fold: motor vehicle use during dry periods in the summer minimizes impacts to soil and water and as well as minimizing disturbances to wildlife and wildlife habitats by protecting spring calving and fawning areas, late fall migration corridors, and winter range. Seasonal open periods are proposed for 61 trails across the Forest in the 2014 FSEIS Preferred Alternative. Seasonal designations on 15 trails are new designations based on public comments and monitoring submitted on the 2013 Draft SEIS. The changes are shown in Table 5.

Table 5. Routes with a change to seasonal designations

Seasonal Trail Designation changes for the 2014 FSEIS						
Route Number	**2009 ROD Status**	**Proposed Status 2014 FSEIS**	**District**	**HUC Name**	**Miles**	**Rationale for Change**
4092 Bear -Wet Cr. Trail	Trail-2WL Year Long	Trail–2WL Seasonal	Lost River	Middle Big Lost River	2.25	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
4092 Bear-Wet Creek Trail	Trail-2WL Year Long	Trail–2WL Seasonal	Lost River	Wet Creek	1.43	Convert to seasonal trail for Forest Plan consistency 7/1 to 9/30
4032 Hay Creek-Knapp Creek Trail	ATV 2 Wheel Seasonal	ATV 2 wheel Seasonal	Middle Fork	Marsh Creek	5.53	Change season from 5/22 – 9/30 to 7/1 – 9/30 to minimize impacts to soil and water early in the season when trails are wet and susceptible to rutting and erosion.
4034 Knapp Creek Cutoff Trail	ATV 2 wheel Seasonal	ATV 2 wheel Seasonal	Middle Fork	Marsh Creek	1.35	Change season from 5/22 – 9/30 to 7/1 – 9/30 to minimize impacts to soil and water early in the season when trails are wet and susceptible to rutting and erosion.
4035.03 Winnemucca Creek Trail	2 wheel Seasonal	2 wheel Seasonal	Middle Fork	Marsh Creek	5.45	Change season from 5/22 – 9/30 to 7/1 – 9/30 to minimize impacts to soil and water early in the season when trails are wet and susceptible to rutting and erosion.
4033 Beaver Creek -Trail Creek	2 wheel Seasonal	2 wheel Seasonal	Middle Fork	Marsh Creek	2.01	Change season from 5/22 – 9/30 to 7/1 – 9/30 to minimize impacts to soil and water early in the season when trails are wet and susceptible to rutting and erosion.
4073 Morse Creek Canyon Trail	ATV Yearlong	2 wheel Seasonal	Challis-Yankee Fork	Lower Pahsimeroi River	1.47	Change from yearlong ATV to seasonal 2wheel 5/22 – 9/7 to minimize impacts to soil and water early in the season when trails are wet and susceptible to rutting and erosion.
4161	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River, Yankee Fork	6.07	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.

Seasonal Trail Designation changes for the 2014 FSEIS						
Route Number	**2009 ROD Status**	**Proposed Status 2014 FSEIS**	**District**	**HUC Name**	**Miles**	**Rationale for Change**
4162	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River, Yankee Fork, Squaw Creek	13.81	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4163	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	6.48	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4164	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	0.72	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4165	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	6.34	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4166	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River	3.93	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4168	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Yankee Fork	2.32	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4169	2WL Yearlong	2WL Seasonal	Challis Yankee Fork	Slate Creek-Salmon River, Yankee Fork	3.41	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.
4326	ATV Yearlong	ATV Seasonal	Challis Yankee Fork	Basin Creek-Salmon River, Slate Creek-Salmon River, Yankee Fork	4.27	2 wheel seasonal use 7/1 to 9/30 to minimize soil and water impacts that occur early in the year.

Project Design Features and Mitigation Measures

The responsible official incorporated features designed to minimize impacts to Forest resources as part of the 2009 ROD. These actions are brought forward into the 2014 FSEIS Alternative and are described below with an explanation of how impacts are minimized by the responsible official's decision to implement these actions.

Newly Designated Roads and Motorized Trails: "Newly designated roads and motorized trails are subject to the following project design features (a) through (g). 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 and/or trails would not be authorized or placed onto the MVUM until on-the-ground assessments are made and all applicable PDFs are implemented." As a result of this design feature, 15 previously unauthorized trails were not designated because they did not meet trail standards for protecting soil and water resources. By not designating these trails for motor vehicle use impacts to soil and watershed were minimized. This is discussed in detail in the previous section.

a) Cultural Resources. "A route would not be designated for motor vehicle use until all cultural resource surveys are complete and mitigations for associated sites are in place. The Forest Archaeologist shall review and approve annual maintenance plans for both roads and trails. Maintenance activity within or adjacent to significant archaeological sites would not be approved unless mitigations measures are in place. Mitigation measures include closing routes or mitigating site disturbance through data recovery or avoidance during scheduled maintenance activities. Although these are examples of mitigation measures which may be considered, the list is not exhaustive and the Salmon-Challis Heritage Resources staff, in consultation with the Idaho State Historic Preservation Officer (SHPO), Tribes, travel managers, and interested parties will consider all mitigation measures which will preserve and protect these non-renewable resources. Areas of high probability associated with this route designation project would be surveyed and evaluated by a qualified archaeologist in an effort to locate, record, and assess any historic and/or archaeological properties. In the event that significant archaeological and/or historical resource sites are discovered to be present, and any proposed action will have an adverse effect on the site, mitigation would occur in consultation with the Idaho SHPO. Consultation with the Shoshone-Bannock Tribes and the Nez Perce Tribe would also occur if an affected site is identified as Native American in origin

Two cultural resource survey reports were prepared in support of the SCNF Travel Plan. Both were submitted to SHPO and concurrence was received on May 20, 2009 and February 27, 2010. Eleven routes were not considered for designation because of cultural resource concerns. In addition, access to dispersed camping was eliminated from five routes to protect sensitive archaeological properties.

b) Plants. "Necessary protection measures would be enacted so that unacceptable impacts to sensitive plant populations either would not occur or would be mitigated." The effects determination for all species of sensitive plants is either **no impact** or **may impact** individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species.

c) Route Standards. "Roads and trails must 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)." Restrictions may be developed to fit the situation for managing trail use; for example, seasonal closures during wet seasons may eliminate high tread maintenance costs. Trails may be closed if trails standards are not met. The responsible official has used this design feature to minimize impacts as described in the section "Use of site-specific information".

d) Fisheries. **"**Routes that are proposed for a new designation as "authorized motorized routes" would be inventoried for engineering requirements, safety and resource concerns (including Forest Service Aquatic Organism Passage requirements and compliance with PACFish/INFish RMOs), prior to being approved and incorporated into the Forest's system of designated routes. (USDA FS 2008, McAllister and Troyer 2003)." This is discussed in the Section: "Use of site-specific trail and area information" above. "Forest personnel will review and/or inventory newly proposed routes to determine if streams are affected, if they are fish-bearing, whether existing crossings provide fish passage and whether PACFish/INFish Riparian Habitat Management objectives (RMOs) and ESA Section 7 consultation requirements and other required conditions are being met. As noted in the National Inventory and Assessment Procedure for Identifying Barriers to Aquatic Organism Passage at Road-Stream Crossings; "Unless an ecological reason exists for excluding species, the ideal crossing is one that passes all aquatic and terrestrial species that require stream or streamside zones to move" (USDA FS 2005). Road construction and maintenance in streams is often permitted under a Corps of Engineers "nationwide permit" that includes the following General Condition: "No activity may substantially disrupt the movement of those species of aquatic life indigenous to the water body including those species which normally migrate through the area…. Culverts placed in streams must be installed to maintain low flow conditions. " (65 FR 12893, March 29, 2000; Section C.4, Aquatic Life Movements)"

"Non-designated and unauthorized routes would be closed to motor vehicle use. Insofar as these routes may still be utilized for non-motorized travel by foot, bicycle or horseback, at least 10% of the routes would also be inventoried annually over a ten year period, for the identification of resource and fisheries concerns that would need mitigation, rehabilitation, or reclamation in order to meet PACFish/INFish RMOs." This monitoring is ongoing and is included in the project file.

"Mitigation, reclamation, or rehabilitation of legacy impacts would be prioritized for resolution and implemented as funding is available. Progress on monitoring surveys, prioritization of needs and implementation of remedial actions would be annually coordinated and reported upon to NMFS and FWS, as part of existing requirements of both the Trail and Road Maintenance Programmatic Biological Assessments and Biological Opinions, and ESA consultations for this Travel Plan revision. Ongoing maintenance of designated routes would be performed as part of annual Roads (Engineering) and Trails (Recreation) route maintenance programs." (See Appendix D of this document for information about trail maintenance. "Maintenance activities would be performed in compliance with the existing Programmatic Roads and Trails Maintenance Biological Assessments and Opinions, which require annual pre-season coordination and post-season accomplishment reporting to the Level 1 Streamlining Team, and NMFS and FWS. (Baer 2003, Foster and Gamett 2002)"

"A fish passage and road culvert inventory has already been performed on approximately 150 of the highest priority perennial stream crossings with the greatest concerns for fish passage and connectivity of local populations. Progress on the implementation of fish passage restoration

projects would also be reported annually, in compliance with the Interagency Programmatic Biological Assessment for Culvert Replacement and/or Removal and its Biological Opinion."

e) Watershed. **"**No motorized access or parking would be allowed within 30 feet of a stream, lake, or pond to provide water quality protection." This mitigation is designed to prevent parking and dispersed camping with a motor vehicle directly adjacent to water bodies to minimize water quality impacts and provide streambank and shoreline protection. A one-page information leaflet will be distributed to the public when requesting hardcopy maps and information will posted on the Forest website and at kiosks explaining that no motorized access or parking would be allowed within 30 feet of a stream, lake, or pond to provide water quality protection. The Environmental Protection Agency requested in their comments to the DSEIS that this information be included on the MVUM. The national MVUM template does not provide an area on the map to include this information. Educating the public and requiring setbacks to protect water quality minimize impacts to soil, water, vegetation, and aquatic organisms.

f) Weeds. Treat identified noxious weed sites as appropriate.

g) Public Safety. **"**Qualified personnel would complete assessments to determine measures needed to provide for safe use on newly designated roads and motorized trails." Safety audits were conducted to ensure Forest safety standards are met.

Monitoring and Evaluation

The goal of travel plan monitoring is to determine how well the travel plan is working and to make management or monitoring adjustments if necessary. 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"). Monitoring by both the Forest and the public since the 2009 ROD was signed has led the responsible official to reconsider previous designations and use site-specific information to propose changes.

Not all distinctive variables can be monitored. Monitoring has administrative costs to the agency and is contingent on future funding, so 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. The following monitoring items are associated with this Travel Plan:

Cultural Resources: Sites eligible for the National Register of Historic Places (those that have been assigned a risk assessment rating of '3' as described in Chapter 3 in the 2009 FEIS) have been monitored to determine if adverse effects related to travel route designation are occurring. If the condition of a particular site is found to have deteriorated to an unacceptable level due to travel route designation, mitigation of the adverse effects would be conducted. All mitigation would be carried out in consultation with the SHPO and affected tribes. To date no site deterioration has been documented.

Fish: Monitoring of revised Travel Plan routes for their effects on listed fish species and critical habitats would be achieved through a multi-tiered set of strategies that respond to the needs and objectives of various types of management designations. This monitoring comprises the reasonable and prudent measures and terms and conditions of the Biological Opinion outlined in the 2009 Record of Decision (ROD p. 75-77). For the sake of brevity these are not re-iterated here. (Need to find out about monitoring and insert here.)

Soil and Water: Implementation and effectiveness monitoring of Travel Plan ATV PDFs. Effectiveness monitoring of the Travel Plan's designation of areas open to motorized access for dispersed camping on the protection of the soil, water, riparian, and aquatic (SWRA) resources within stream buffers. Monitoring since the 2009 ROD was signed has led to the reanalysis and proposed designation changes included in the 2014 FSEIS Preferred Alternative. Implementation and effectiveness monitoring of closure of unauthorized routes.

Noxious Weeds: Monitoring is an integral part of Integrated Weed Management. The Forest would continue to monitor current invasive and/or noxious weed infestations for reductions or expansions in gross area and/or density. The Forest has a goal of monitoring the majority of all treated sites. Monitoring would be performed using both qualitative and quantitative methodology. Monitoring an annual weed treatment is occurring forest-wide.

Wildlife: The effectiveness of seasonal openings in areas where big game habitat security is a concern would be determined in cooperation with the Idaho Department of Fish and Game. Monitoring since the 2009 was signed and concurrence with Idaho Department of Fish and Game has led to proposed seasonal open period of the Carmen Creek Road (60069 and spurs A and B) to provide big game habitat security. Ranger district route densities and specific route authorizations would be reevaluated if determined to be contributing to adverse effects to ESA-listed, sensitive species, or other special status wildlife populations. No adverse effects to ESA listed, sensitive species, or other special status wildlife populations have been documented.

Plants: Specific route authorizations would be reevaluated if determined to be contributing to adverse impacts to sensitive plant species populations. No adverse effects to sensitive plant species have been documented.

Consistency with Land and Resource Management Plans

In addition to the site-specific information, project design features, mitigation, monitoring and evaluation used by the responsible official to designate trails and areas with the objective of minimizing impacts, the designation of routes for motor vehicle use, must be consistent with the applicable land management plan. Section 212.57 of the Travel Rule includes language stating "the responsible official shall monitor the effects of motor vehicle use on designated roads and trails and in designated areas … consistent with the applicable land management plan, as appropriate and feasible.''

Management of the Salmon-Challis National Forest is guided by The Salmon National Forest Land and Resource Management Plan (1988) and the Challis National Forest Land and Resource Management Plan. (1987) These plans require compliance with the Endangered Species Act, Clean Water Act, and numerous other resource laws, regulations, and policy.

Salmon Forest Plan goals and direction for dispersed recreation, facilities, transportation system management, and trail system maintenance and operation requires us to:

- Manage off-road vehicle use to prevent unacceptable resource impacts or damage (Forest Plan, page IV-17).
- Develop and maintain a Forest transportation system that provides safe, economical, functional, and environmentally sound access for managing and protecting the Forest resources (Forest Plan, page IV-4).
- Provide a broad spectrum of dispersed recreation opportunities (Forest Plan, page IV-14).

- Provide a full range of trail opportunities in coordination with other Federal, state, and municipal jurisdiction and private industries both on and off NFS lands (Forest Plan, page IV-66).
- Encourage cooperative maintenance and construction projects with individuals, user groups and other agencies (Forest Plan, page IV-66).
- Prioritize trail maintenance for public safety, resource damage, protection of the facility, and user convenience (Forest Plan, page IV-67).

The Challis Forest Plan provides direction to:

1) Annually inventory high use ORV areas where motorized access for dispersed camping is allowed to identify resource damage (This is new direction amended by the 2009 ROD).

2) Mitigate and/or rehabilitate past and present ORV damaged areas.

3) Initiate and enforce ORV restrictions and/or closures within areas where watershed damage is occurring, or where ORV use seriously impacts other resources, i.e., wildlife.

4) Sign, to the extent possible, to indicate if an area or trail is open to ORV use (This is new direction amended by the 2009 ROD).

5) Designated motorized routes (roads and trails) will be displayed annually on the Forest MVUM. (This is new direction amended by the 2009 ROD).

6) Program ORV improvement needs as prescribed within the Watershed Condition Inventory.

7) Treat, revegetate, and close (include various degrees of obliteration) all roads which are causing, or will cause, serious resource problems(s) and/or extensive user conflicts. Refer to the current Watershed Condition Inventory.

8) Relocate ORV crossings in riparian areas, where damage is occurring to avoid stream bank and channel damage.

9) Prohibit ORV use on wetlands and riparian areas. (This is new direction amended by the 2009 ROD).

10) Initiate ORV restrictions at existing/proposed wilderness trailheads.

11) Annually review and update, as needed, the Forest Travel Plan.

12) All recommended wilderness will be closed to ORV use, except as approved by Forest Plan Amendment.

13) Proposed ORV trail systems will be evaluated by watershed specialists, prior to construction.

14) On National Forest System lands, off-route travel is limited to within 300 feet on either side of designated roads and within 100 feet of designated motor vehicle trails where access to dispersed camping is allowed and displayed on the MVUM; and where such use is practicable depending on slope and topography, for the purposes of access to dispersed

camping sites unless otherwise authorized by properly executed Forest Service permit. No motorized access for retrieval of big game carcasses will be allowed. (This is new direction amended by the 2009 ROD).

The Salmon and Challis Forest Plans have both been amended to include additional protections for anadromous fish, inland native fish, and management indicator species. The Forest Plan and amendments underwent environmental analysis and public involvement and provide the best available mechanism for determining if effects are reduced to an acceptable level. The forest plans establish specific thresholds of effects known as “standards”.

Table 6 displays Forest Plan general management direction and how the Travel Plan is consistent with that direction to meet the objective of the Travel Rule (36 CFR 212.55(b)) to minimize impacts to Forest resources.

In addition to general management direction, the Forest Plans provide specific direction, standards and guidelines for geographic areas called management areas. There are 25 management areas within the Challis portion of the Forest and 17 management area prescriptions for Salmon portion of the Forest.

Analyses of each management area or management prescription delineation identifies and compares motor vehicle trails evaluated in each alternative (within that specific area) and explains the factors the responsible official considered in the designation process. These are included in Appendix B.

Summary and Conclusion

Based on site specific information collected through Forest Service route surveys, information provided by Plaintiff’s and other Forest users, from public comment on the 2013 DSEIS Alternative, and validation of consistency with Forest Plans, the responsible official is proposing trail and area designation changes to minimize impacts to Forest resources consistent with 36 CFR 212.55(b).

Table 6. Forest Plan direction and standards and guidelines for soil, watershed, vegetation, and other forest resources

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
Soil Resource Management (Salmon Forest Plan)		
Soil Resource Management–1	Maintain soil productivity. Minimize man-caused soil erosion and maintain the integrity of associated ecosystems.	Impacts to soil are minimized in the 2014 FEIS Alternative by 1.) Proposing to not designate 15 previously unauthorized motor vehicle trails where existing conditions do not meet trail standards, 2.) Repair and maintenance of 21 trails (see Appendix D), 3.) Closing four trails through emergency closure orders; 4.) Applying summer seasonal open periods to 61 trails.
Soil Resource Management–2	c. Total or essentially total soil resource commitment should not exceed 5% of an activity area. See page IV-61 of the Forest Plan for the definition of total soil resource commitment.	The 2014 FSEIS Alternative does not exceed 5% Total Resource Commitments by roads and trails in all watersheds. (Soil Specialist Report AR p. 036264.) This standard was designed to minimize impacts to soil resources.
Soil, Water and Air (Challis Forest Plan)		
Soil and Water	Ensure that all management-induced activities meet State water quality standards, and Forest water quality goals, including sediment constraints. Conduct nonpoint source activities in accordance with applicable best management practices as referenced in “Idaho Water Quality Standards and Wastewater Treatment Requirements”; and in accordance with the Forest Service soil and water conservation practices.	Project design features (PDFs) include Best Management Practices (BMPs) standard operating procedures (SOPs), and identified design features below. These items are included to protect public safety and Forest resources, and are integral parts of all action alternatives. *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. *Route Standards.* Roads and trails must 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). *Fish Bearing Streams.* All stream crossings on fish bearing streams would meet the Regional Aquatic Organism Passage Guidelines. Qualified personnel would review and concur on all stream crossings to verify if the stream is fish bearing, provides passage, and protects and maintains habitat. (Hydrology Specialist Report AR p.031961)
Water	Impacts of activities may not increase fine sediment by depth (within critical reaches) of perennial streams by more than 2% over existing levels. Where existing levels are at 30% or above, new activities that would create additional stream	Implementation and effectiveness monitoring of travel plan Project Design Features (PDFs) Effectiveness monitoring of the travel plan’s designation of areas open to

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
	sedimentation would not be allowed. If these levels are reached or exceeded, activities that are contributing sediment will be evaluated and appropriate action will be taken to bring fine sediment within threshold levels.	motorized access for dispersed camping on the protection of the soil, water, riparian, and aquatic (SWRA) resources within stream buffers. Implementation and effectiveness of closure of unauthorized motorized routes (Hydrology Specialist Report AR p.031961)
Watershed (Salmon Forest Plan)		
Water Resource Improvement and Maintenance–6	Long-term water quality will be maintained or improved in all municipal watersheds.	The result of trail designation and prohibition of cross-country travel is a beneficial effect for soil productivity, riparian areas, wetlands, aquatic organisms, fish habitat and water quality in municipal watersheds and throughout the Forest stream network. (Hydrology Specialist Report (AR p.031917). No motor vehicle trails are proposed for designation in municipal watersheds the 2014 FSEIS Alternative.
Water Resource Improvement and Maintenance–16	Riparian zones will be managed in a manner compatible with protection of water quality and fish habitat.	No motor vehicle access or parking is allowed within 30 feet of a stream, lake, or pond to provide water quality protection (2009 ROD p. 6).
Sensitive Plant Species (Salmon Forest Plan)		
The Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (Salmon NF LRMP FEIS 1988 IV-25).		The U.S. Fish and Wildlife Service identified no plant species that are threatened or endangered, or candidate that could potentially occur on the Salmon-Challis National Forest (14420-2009-SL-0039 dated December 01, 2008). Region 4 Sensitive Species Plants designated as sensitive are identified by Regional Foresters as species for which population viability is a concern as evidenced by current or predicted downward trends in population numbers, density, or habitat (FSM 2670.5). The Forest Service must implement management practices that ensure that sensitive species do not become threatened or endangered and must implement management objectives for populations or habitat of sensitive species (FSM 2670.22). (Sensitive Plant Specialist Report AR p.028395) None of the alternatives would have irreversible commitments to Region 4 sensitive plant species. All alternatives could result in impacts to individual plants or populations, but would not result in the listing of any of the above species under the Endangered Species Act or endanger the continued existence of these species. (Sensitive Plant Specialist Report AR p.028436)

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
Sensitive Plant Species (Challis Forest Plan)		
Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service Sensitive plants (Challis NF LRMP 1987 IV-36).		The same language regarding consultation, Forest plan consistency and minimization provided above applies to the Challis Forest Plan.
Dispersed Recreation Management (Salmon Forest Plan)		
Dispersed Recreation Management–1	Provide a broad spectrum of dispersed recreation opportunities in accordance with the established recreation opportunity spectrum classifications for the management area.	"ROS classification in the era of the current forest's land management plans allowed for some levels of inconsistency in regard to "presence of motorized routes." Each district has some level of slight inconsistency with the literal definition of Semi-Primitive Non-Motorized (SPNM) classification in that some routes appear in semi-primitive non-motorized classification areas in some of the alternatives. This is quantified and explained in the environmental consequences section" of the Recreation Specialist Report. (AR pp.032631-032665)
Dispersed Recreation Management–2	Close or rehabilitate dispersed sites where unacceptable environmental damage is occurring or where required by other management objectives.	Designated Dispersed Campsites: Eight high-use areas where motorized access for dispersed camping off designated routes is a concern were identified and field-reviewed in the fall of 2008 and summer of 2009, after the release of the DEIS. A proliferation of unauthorized routes off Forest system roads and trails has adversely impacted cultural and natural resources in these high-use areas. These areas are Sawmill Canyon, Antelope, Wildhorse, Pass Creek, and the North Fork Big Lost River areas of the Lost River Ranger District, and the Thatcher Creek, Beaver Creek, and Cape Horn areas of the Middle Fork Ranger District. Designated dispersed camping areas will be displayed on the MVUM and signed on the ground. (2009 ROD pg. 5) These designations are made with the objective of minimizing impacts to Forest Resources.
Dispersed Recreation Management–6	Manage off-road vehicle use to prevent unacceptable resource impacts or damage. b. Update the Forest travel plan as needed.	In accordance with the Travel Management Rule, the MVUM will be published yearly and would display where off-road vehicle use is allowed (2009 ROD p. 2.3). The methods listed in the analysis of "Use of site-specific information" for developing the 2014 FSEIS Preferred Alternative explains how management actions are being implemented to prevent (and repair) unacceptable resource impacts.

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
Dispersed Recreation Management (Challis Forest Plan)		
Dispersed Recreation	2. Trails will be maintained as per district trail maintenance plans. At a minimum, keep systems trails open, remove significant hazards, and correct conditions resulting in serious resource damage. 3. Encourage a shift in use from over-used to less-used areas through management of resources and visitor education.	Trail maintenance conducted since the 2010 injunction is displayed in Appendix D. This maintenance was completed to remove significant hazards, and correct conditions resulting in serious resource damage. These actions have minimized impacts to Forest resources.
Cultural Resource Management (Salmon Forest Plan)		
Cultural Resource Management (A0l, 02, 03, 04)	The following management direction applies to the route designation process: (Archaeology Specialist Report, AR025593) •Locate, determine the significance of, and where appropriate preserve, protect and interpret historical and archaeological sites. • Nominate or recommend cultural resource sites to the National Register of Historic Places. • Protect, maintain, find an adaptive use for, or interpret all cultural resources on National Forest System lands which are listed on the National Register of Historic Places, the National Register of Historic Landmarks, or have been determined to be eligible for the National Registers. • Protect and foster public use and enjoyment of cultural resources. • Consult with the State Historic Preservation Officer on project effect and site significance. (USDA Salmon National Forest 1988:IV-3; IV-6 – 7)	Travel route designation is considered an undertaking requiring evaluation under Section 106 of the NHPA (USDA Forest Service 2005:1-2). Therefore, routes will not be available to motorized use until all cultural resource surveys are complete, mitigations for associated sites are in place and consultation with SHPO has occurred. Consultation with the State Historic Preservation Office was conducted and effects determinations and concurrence were received from SHPO on May 27, 2009, and February 27, 2010. No adverse effects to cultural resources would occur with mitigations for associated sites.
Cultural Resource Management (Challis Forest Plan)		
	Identify, protect, interpret and manage the significant cultural resources on Forest lands. • All land-disturbing activities will be preceded by a cultural resource inventory (USDA Challis National Forest 1988: IV-2 – 3).	Travel route designation is considered an undertaking requiring evaluation under Section 106 of the NHPA (USDA Forest Service 2005:1-2). Therefore, routes will not be available to motorized use until all cultural resource surveys are complete, mitigations for associated sites are in place and consultation with SHPO has occurred. Consultation with the State Historic Preservation Office was conducted

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
		and effects determinations and concurrence were received from SHPO on May 27, 2009, and February 27, 2010. No adverse effects to cultural resources would occur with mitigations for associated sites.
Fish Resource Management (Salmon Forest Plan)		
Fish Resource Management -1	1. Where present. the following species are management indicator species (habitat requirements for each are listed): (4) Bull Trout for the aquatic habitat/community type (Amendment 10) (Direction applies to fish.)	A Biological Opinion was received from the United States Department of Interior, Idaho Fish and Wildlife Office on July 14, 2009. The Service finds that the potential adverse effects from the Forest's proposal are not likely to jeopardize the United States coterminous population of bull trout (2009 ROD pg. 21).

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
Fish Resource Management (Salmon Forest Plan)		
Fish Resource Management -2	Provide National Forest portion of the habitat needed to meet Regional Wildlife and Fish Management objectives. a. Habitat for each vertebrate wildlife species on the Forest will be managed to insure viable or target populations. c. Contribute to the local and State economics by providing favorable habitat for socially and economically important fish and wildlife species. d. Place emphasis on improving key ecosystems including but not limited to: riparian, aspen, aquatic, snag, and old growth. e. Manage and provide habitat for recovery of endangered and threatened species as specified in the Species Management Plan for the Salmon National Forest. f. Manage waters capable of supporting self-sustaining trout populations to provide for those populations. g. Manage anadromous fish habitat to supply and maintain 90 percent or more of its inherent smolt production capability. (Direction applies to fish)	The Forest Service prepared a biological assessment (BA) to comply with the ESA. A BA analyzes potential effects on threatened and endangered species that may be present in the project area. The U.S. Fish and Wildlife Service (FWS) and National Marine Fisheries Service (NMFS) decide if implementation of the selected alternative would jeopardize the continued existence of any species listed or proposed as threatened or endangered under the ESA. This determination is issued as a Biological Opinion (BO) by the regulatory agency. The BO includes terms and conditions that must be complied with in order to be exempt from the prohibitions of Article 9 of that Act. The BO may include conservation recommendations, which are suggestions regarding discretionary activities to minimize or avoid adverse effects of the agency's proposal to listed species or critical habitat. A Biological Opinion was received from the United States Department of Commerce, National Oceanographic and Atmospheric Administration, National Marine Fisheries Service on August 12, 2009.The Service finds that the action, as proposed, is not likely to jeopardize the continued existence of Snake River spring/ summer Chinook salmon and Snake River Basin steelhead, or result in the destruction or adverse modification of designated critical habitat for Snake River spring/summer Chinook salmon and Snake River Basin steelhead. The Service also concludes that the actions, as proposed, are not likely to adversely affect Snake River sockeye salmon. (2009 ROD p. 21) The SCNF consulted with US Fish and Wildlife Service and National Marine Fisheries Service in the preparation of this FEIS. As required by section 7 of the ESA, NMFS provided an incidental take statement with the Biological Opinion. The incidental take statement describes reasonable and prudent measures NMFS considers necessary or appropriate to minimize incidental take associated with this action. The take statement sets forth nondiscretionary terms and conditions, including reporting requirements, that the Federal agency and any person who performs the action must comply with to carry out the reasonable and prudent measures. The reasonable and prudent measures and terms and conditions are in the 2009 ROD pp. 75-77.

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
Fish Resource Management (Challis Forest Plan)		
Wildlife and **Fish**	a. Emphasize habitat improvement for Threatened and Endangered Species, Forest Service Sensitive, and economically and socially important species. b. Monitor sediment levels in anadromous fish and important resident fish streams. c. Prohibit or mitigate activities that will, or have a potential to, increase sediment in spawning gravels 2 percent over existing levels or to a maximum of 30 percent, whichever is lower. e. Protect anadromous fish spawning areas from disturbance by livestock and other activities. l. Utilize BPA funding for anadromous fish projects where appropriate. m. Inventory all stream/road crossings on the Forest and identify improvement opportunities by 1990. n. Complete an adequate habitat improvement plan for the Forest by 1995. r. All management activities which have a potential to significantly affect anadromous fish will be submitted to Federal, State, and Tribal interests for their review and comments. (Direction applies to fish)	The same language regarding consultation, Forest plan consistency and minimization provided above applies to the Challis Forest Plan.
Anadromous Fish and Inland Native Fish (Forest Plan Amendment for Salmon and Challis Forest Plans) direction pertaining to trails.		
Recreation Management RM-1.	Design, construct, and operate recreation facilities, including trails and dispersed sites, in a manner that does not retard or prevent attainment of the RMO's and avoids adverse effects on listed anadromous fish. Complete Watershed Analysis prior to construction of new recreation facilities in RHCA's. For existing recreation facilities inside RHCA's, assure that the facilities or use of the facilities will not prevent attainment of RMO's or adversely affect listed anadromous fish. Relocate or close recreation facilities where RMO's cannot	Analyses for potential effects to fisheries and habitat resulting from designations of motorized routes consider changes in potential risks for attainment of Pacfish/Infish Riparian Management Objectives (RMO"s) and management standards outlined within the Challis and Salmon Forest Plans. These Resource Management Plans and the Biological Opinion for their Endangered Species Act consultations provided broad-scale resource management direction for the maintenance and recovery of fish populations, healthy watersheds, stable streams, ponds, and wetlands, as well as their associated Riparian Habitat Conservation Areas (RHCA's) in

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
	be met or adverse effects on listed fish avoided.	order (minimize impacts) and to attain goals for habitat elements including water quality, stream channel integrity, in-stream flows (for maintenance of all fish life history stages and their habitats), natural timing and variability of water tables and elevations within floodplains, the natural diversity and productivity of all types of riparian vegetation, the quantity and condition of riparian vegetation needed for all stream functions and stable and productive aquatic habitats that support all native species of fish, plants, vertebrates and invertebrates that make up local aquatic communities (Fisheries Specialist Report AR p. 036972) .
RM-2	Adjust dispersed and developed recreation practices that retard or prevent attainment of RMO's or adversely affect listed anadromous fish. Where adjustment measures such as education, use limitations and/or traffic control devices, increased maintenance, relocation of facilities, and/or specific site closures are not effective in meeting RMO's and avoiding adverse effects on listed anadromous fish, eliminate the practice or occupancy.	The same language regarding consultation, Forest plan consistency and minimization provided above applies to the Challis Forest Plan.
Wildlife Resource Management (Salmon Forest Plan)		
Wildlife	Habitat for each vertebrate wildlife species on the Forest will be managed to insure viable or target populations. Contribute to the local and State economics by providing favorable habitat for socially and economically important fish and wildlife species.	"Your wildlife assessment determined your proposal would have no effect on listed wildlife species. We acknowledge your No Effect determinations. The regulations implementing Section 7 of the Act do not require the Service to review or concur with No Effects determinations." US Fish and Wildlife Service Biological Opinion to Designate a network of Roads and Trails for Motorized use on Non-Wildeness Lands of the Salmon-Challis National Forest in Idaho. (AR p.045712)
Wildlife Resource Management (Challis Forest Plan)		
Wildlife	Emphasize habitat improvement for Threatened and Endangered Species, Forest Service Sensitive, and economically and socially important species. Where ORV is causing serious conflicts with big game use of winter habitat the areas will be closed to ORV use.	Permanent facilities or associated wildlife habitat are not changed in any watershed containing TES or MIS species to an extent that loss of wildlife production occurs for an implemented action. Irreversible loss of wildlife production would only occur in a case where an action was implemented that caused permanent loss of some wildlife production. Irretrievable commitments of habitat components for wildlife would be limited to vegetation removal associate with road or trail maintenance or construction activities. These commitments would occur in isolated areas scattered across the forest, and as such, are not expected to impact wildlife production. Avoidance of this would be insured through

Resource	General Direction and Standards and Guidelines	Forest Plan Project Consistency and Minimization of Impacts
		maintenance of habitat for wolverine and lynx and through adherence to Forest Plan direction (Wildlife Specialist Report AR p.041973). Specific trails have been designated for season open periods in the summer to minimize conflicts with big game use of winter habitat. Motor vehicle trails with a Season Code C (open July 1 to Nov. 15) are designated to prevent motor vehicles from operating during the winter period and protect wintering wildlife species (2009 ROD p. H-3).

List of Agencies, Organizations, and Persons to Whom Copies of the Statement Are Being Sent

Agencies

Advisory Council on Historic Preservation

Bureau of Land Management

Department of Housing and Urban Development

Federal Aviation Administration

Federal Highway Administration

National Marine Fisheries Service

National Park Service

Northwest Power Planning Council

USDA Animal and Plant Health Inspection Service

USDA APHIS

USDA National Agricultural Library

USDA Office of Civil Rights

USDA Natural Resources Conservation Service

U.S. Army Corps of Engineers

U.S. Coast Guard

U. S. Department of Energy

U.S. Environmental Protection Agency

U.S. Environmental Protection Agency, Region 8

U.S. Department of Interior

U.S. Navy, Chief of Naval Operations

Organizations/Local Government

City of Mackay

City of Salmon

Patrick Baird, Nez Perce Tribe

Butte County Commissioners

Chairman, Shoshone-Paiute Tribes

Stephen Bauchman, Challis Creek Cattle Company

Claudeo Broncho, Shoshone-Bannock Tribes

Brad Brooks, The Wilderness Society

Clark Collins, Gem State ATV Association

Chad Colter, Shoshone-Bannock Tribes

Jeff Cook, Idaho Department of Parks and Recreation

John and Cathy Cranney, Rawhide Outfitters

Jon and Nancy Cummings, 100 Acre Wood Resort

Custer County Commissioners

Bill Dart, Off-Road Business Association

Chad Fealko, National Marine Fisheries Service

Ric Foste, Blue Ribbon Coalition

Tim Foster, Idaho Conservation League

Jim Hawkins, Tri-County Cattlemen's Association

Otto Higbee, City of Mackay

Ted Howard, Shoshone-Paiute Tribes

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Idaho ATV Association

Idaho Fish and Game

John Jakovac, Lemhi County Commissioner

Blair Kauer, Hawley Creek Grazing

Gary Kimble, Custer Trail Riders Association

Todd Kuck, Bureau of Land Management, Challis Field Office

Lehmi County Commissioners

Lemhi County Emergency Services

Fred Lemo, Upper Lemhi Valley Chamber of Commerce

Earl Lockie, White Knob Historical Preservation Committee

James Miller, Friends of the Bitterroot

Stan Mai, Magic Valley ATV Riders

Jerry Nicholls, Montana Chapter of the Sierra Club

McCoy Oatman, Nez Perce Tribe

Linda Price, Bureau of Land Management, Salmon Field Office

Christine Reichgott, Environmental Protection Agency (on individual list)

David and Kathey Richmond, Friends of the West

Adam Rissien, Wildlands CPR

John Robison, Idaho Conservation League

Jim Roscoe, American Wildlands

Salmon Search and Rescue

Preston Sleeger, U. S. Department of the Interior

Nathan Small, Shoshone-Bannock Tribes

Brad Smith, Idaho Conservation League

Carolyn Boyer-Smith, Shoshone-Bannock Tribes

Richard and Jennie Smith, Idaho Backcountry Horsemen

Vera Sonneck, Nez Perce Tribe

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Neil Thagard, National Foundation for North American Wild Sheep

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Tri-County Cattlemen's Association

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Justin C. Cranney
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John and Darlene Grove
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Carol Hallowell
Russell Hamilton
Kodi Hamilton
Kirk and Geraldine Hansen
Brian Happersett
Allen Hardman
Kelsie Harris
Cheryl Hart
William Hatch
Brian Hawthorne
Harriet Henderson
Cindy Hildebrand

Lynn and Fern Hodges
Shane Hodges
Mary Hogan
Terry Holland
Harold Horton
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Aaron Jarshaw
Jerry Jayne
Richard Jensen
David Jensen
Don Jensen
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Chris Johnson
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LaVar Jolley
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Kathie Levison
Robert and Phyllis Lewis
Ray Lyon
Ken Markling
Tim Martin
Lila Martonen
David Mattson
Kathleen McCarter
Cliff McClean
Walter McConnaghy
Brad McNew Family
Kay Miller
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Theresa Miller
Matthew Misner
Gary Moore
C. R. Morton
Devon Morton
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Garret Nelson
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Denis Norton
AnnMarie Ojala
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Dale Olson
Jonathan Oppenheimer Family
William C. Osborne, Jr.
Aloha and Jon Oud
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Kimberly Nelson ~ Staff Officer; project oversight.

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Stephanie Valentine ~ TEAMS Enterprise Unit, Recreation Planner; preparation of Idaho Roadless Area analysis.

Appendix A: Roadless Area Analysis

Agency Creek Roadless Area (6,389 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered in the range of alternative land uses studied, and the effects of management under each alternative. As a result of the Appendix C analysis, some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Agency Creek Roadless Area was assigned to Management Area 5B, Medium Timber (6,389 acres); a non-wilderness prescription. All motorized routes are located in this management area.

- 5B - Emphasis is on producing long-term timber outputs through moderate level of investment in regeneration and thinning.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics within the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Agency Creek Idaho Roadless Area contains 10.48 miles of motorized routes. There are 4.39 miles of system routes and 6.09 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan.

Idaho Roadless Areas

Table A 1 shows motorized routes by alternative in the Agency Creek Idaho Roadless Area. All of the routes are in lands classified as General Forest and Backcountry Restoration.

Table A 1. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
General Forest (1,147 acres)	System Routes	2.78	2.78	2.78
	U Routes	0.00	0.00	0.41
Backcountry Restoration (5,241 acres)	System Routes	1.61	1.61	1.61
	U Routes	0.00	0.00	0.00
Total System Routes		4.39	4.39	4.39
Total U Routes		0.00	0.00	0.41
Total Miles		4.39	4.39	4.8

Unroaded Lands: There are unroaded lands contiguous to the Agency Creek Idaho Roadless Area that meet the requirements for roadless areas. These lands include very small corridors between existing system routes and the roadless area. There are no proposed motorized routes in these contiguous lands being added as system routes.

Affected Environment

Agency Creek Roadless Area is approximately 15 air miles southeast of Salmon on the Leadore Ranger District. Access to the area is via roads along Warm Springs Creek, Pattee Creek, Agency Creek, and a road that traverses the Continental Divide between Agency Creek and Warm Springs Creek.

The area is bounded on the east by the road along the Continental Divide, on the south by the Forest boundary, on the west by a timber sale and associated roads, and on the north by the Warm Springs Creek road. Dissected by the headwaters of Pattee and Flume Creeks, sideslopes in the roadless area range from 20 percent to over 70 percent. The Challis volcanic bedrock forms a smooth and subdued topography, and results in clay loam textured soils. Vegetation on much of the area is sagebrush and grass, with Douglas-fir and lodgepole pine found on the higher elevational slopes. The area receives from 15 to 20 inches of moisture, mostly in the form of snow. The western spruce-fir, and the alpine meadows and barren ecosystems are found here.

This area is not recommended for wilderness designation in the Forest Plan.

Natural Integrity (Natural and Undeveloped): The Agency Roadless Area contains 4.39 miles of system motorized routes, and 6.09 miles of unauthorized routes, for a total of 10.48 miles of motorized routes. The entire area had travel restrictions in the previous travel plan. The northern portion of the area is essentially natural appearing, with the exception of road construction activities. The central and southern portions appear modified, primarily through timber harvest activities. The area is surrounded by other areas of similar road and harvest densities. Past and current activities have influenced the area's natural integrity; these impacts would last for many years and are readily apparent to visitors. The scenery in this roadless area is generally considered common for the Salmon National Forest. Small intrusions on the east side of the area resulted from portions of cutting units of a 1976 timber sale. An intrusion through the center of the area is a result of a 2.7 million board feet timber sale in 1980. The area with these intrusions no longer meets roadless area criteria and would not be considered further for wilderness. Also, the 1980 sale separated the area into two parcels. The western portion is less than 5,000 acres and would not be considered further for wilderness.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): This roadless area has a low opportunity for solitude due to size, distance from perimeter to core, lack of topographical screening, and permanent intrusions. Agency Creek Roadless Area has a low opportunity for primitive recreation due to the lack of diversity and the lack of opportunity for challenging experiences.

Special Features: The Continental Divide National Scenic Trail, and Lewis and Clark National Historic Trail pass through this roadless area.

Manageability: Roads into the center of the roadless area has resulted in a difficult situation for the development of logical and manageable boundaries. The boundary could not be expanded in any direction due to existing roads, and deleting impacted areas would barely leave sufficient acres to meet minimum size requirements.

Environmental Consequences

Table A 2. Direct/indirect effects comparison of alternatives

Agency Creek Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		2	2	3
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	4.39	4.39	4.39
	Miles of U Routes	0	0	0.41
	Total Miles of Routes	4.39	4.39	4.8
	Acres of Dispersed Camping	368	368	368
Solitude	Acres Not Supporting Solitude	4,236	4,236	4,482
Special Features and Values	Routes Affecting Special Features Continental Divide National Scenic Trail Lewis and Clark National Historic Trail	None	None	The Lewis and Clark National Historic Trail is Route U141-08B.
Manageability		Stays the same		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs slightly from the existing condition within this area. The 4.39 miles of system routes would remain open to motorized use. The existing unauthorized routes would not be available, because they are located in an area that is closed to motorized cross-country travel. This is 6.09 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The entire 6,389 acres would remain closed to cross-country travel.

Opportunities for solitude would remain low due to its size, distance from perimeter to core, lack of topographical screening, and permanent intrusions. Dispersed camping would be available on 368 acres and 4,236 acres would not support solitude within the roadless area.

The boundary could not be expanded in any direction due to existing roads, and deleting impacted areas would barely leave sufficient acres to meet minimum size requirements.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 4.39 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 6,389 acres within this roadless area would remain closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low, due to impacts from past and present activities. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 368 acres along the boundary of the roadless area due to existing routes

within and outside of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

Opportunities for solitude would remain low due to its size, distance from perimeter to core, lack of topographical screening, and permanent intrusions. 4,236 acres would not support solitude within the roadless area.

The Continental Divide National Scenic Trail runs along the eastern boundary of the area, no proposed routes would affect this trail. The Lewis and Clark National Historic Trail that crosses the southern tip of the roadless area would remain unmotorized.

The boundary could not be expanded in any direction due to existing roads, and deleting impacted areas would barely leave sufficient acres to meet minimum size requirements.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 4.39 miles of system routes and 0.41 miles of unauthorized routes would be available for motorized use within the roadless area. The entire 6,389 acres within this roadless area would remain closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low, due to impacts from past and present activities. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 368 acres along the boundary and within the roadless area due to existing routes that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The current opportunity for solitude would remain since the area would remain closed to cross-country travel. 4,482 acres along existing routes within and along the boundary of the roadless area would not support solitude within the roadless area. Due to the small size of this roadless area, a majority of the acres do not support solitude and opportunities for primitive and unconfined recreation are limited.

The Continental Divide National Scenic Trail runs along the eastern boundary of the area, no proposed routes would affect this trail. Motorized travel would be allowed on the Lewis and Clark National Historic Trail that crosses the southern tip of the roadless area.

The boundary could not be expanded in any direction due to existing roads, and deleting impacted areas would barely leave sufficient acres to meet minimum size requirements.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 3. Agency Creek Roadless and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
60149	4.02	4.02	4.02
60185	0.37	0.37	0.37
Total System Routes	4.39	4.39	4.39
U141-08B	0	0	0.41
Total Unauthorized Routes	0	0	0.41
Total Roadless Routes	4.39	4.39	4.8
Total Motorized Routes			
60149	4.02	4.02	4.02
60185	0.37	0.37	0.37
Total System Routes	4.39	4.39	4.39
U141-08B	0	0	0.41
Total Unauthorized Routes	0	0	0.41
Total Routes	4.39	4.39	4.8
Number of System Routes	2	2	2
Number of U Routes	0	0	1
Number Total Routes	2	2	3
Number Routes added to the system	NA	0	1

Note: There are no proposed motorized routes in unroaded lands contiguous to the Agency Creek Roadless Area.

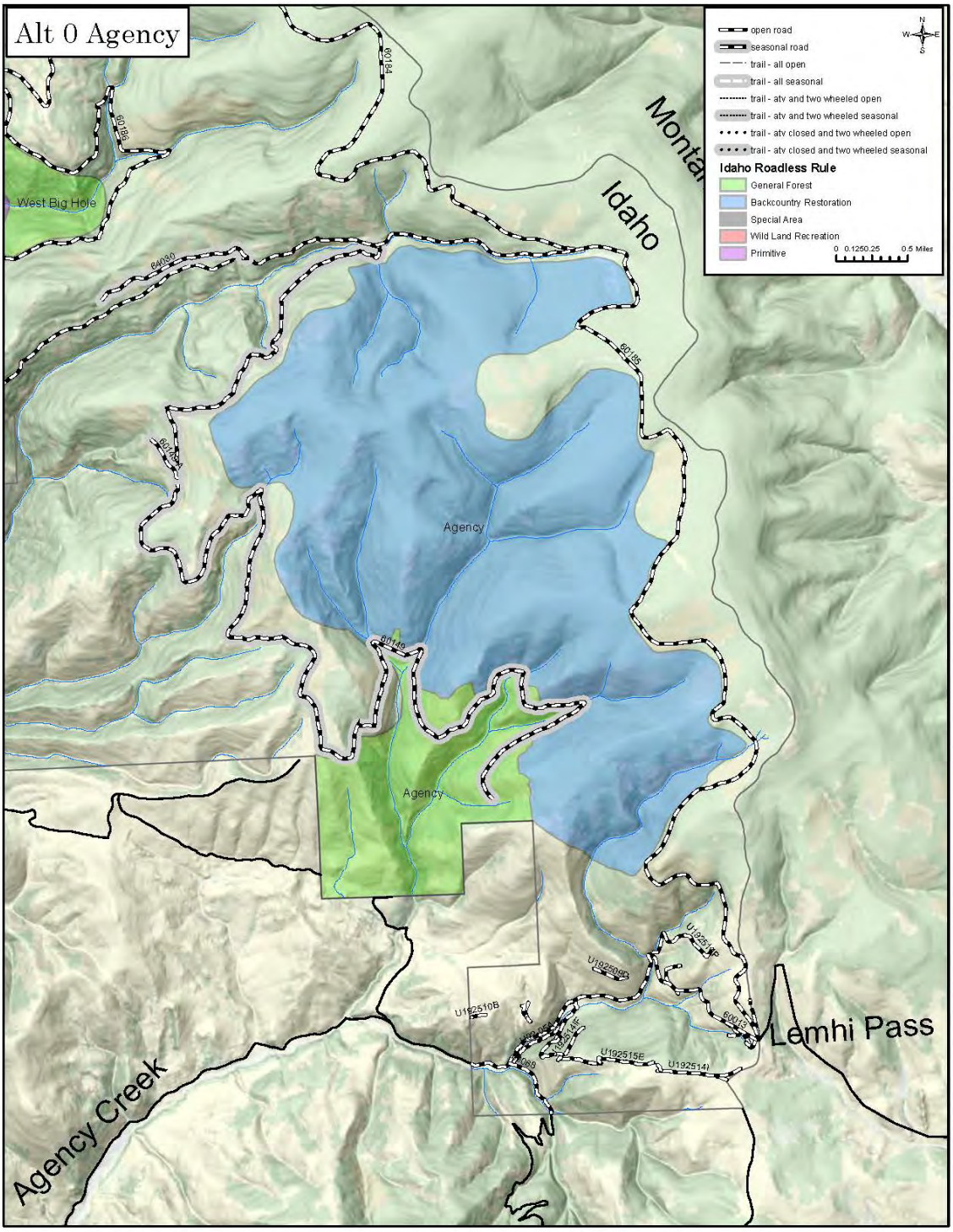

Figure A 1. Agency Creek Alternative 0

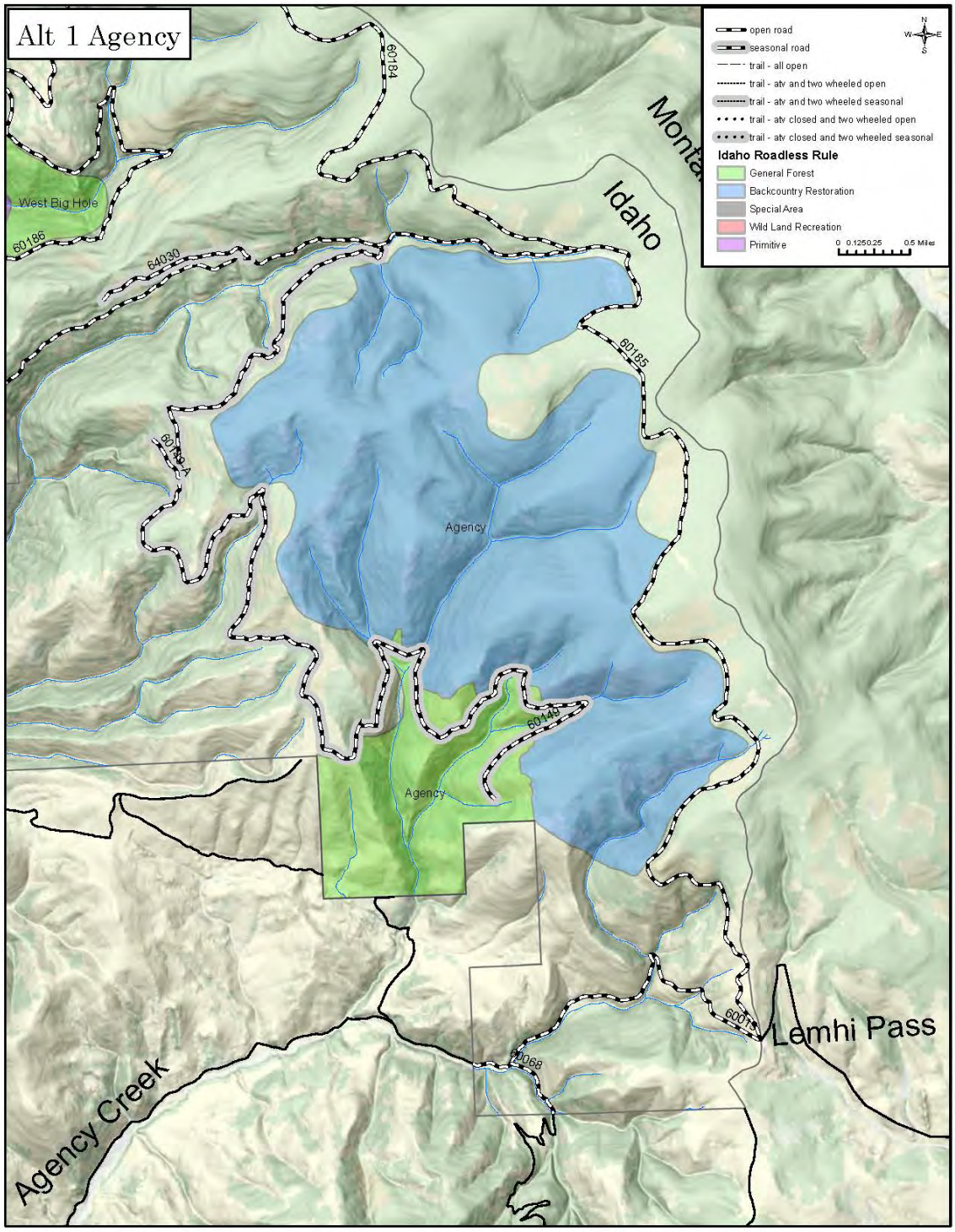

Figure A 2. Agency Creek Alternative 1

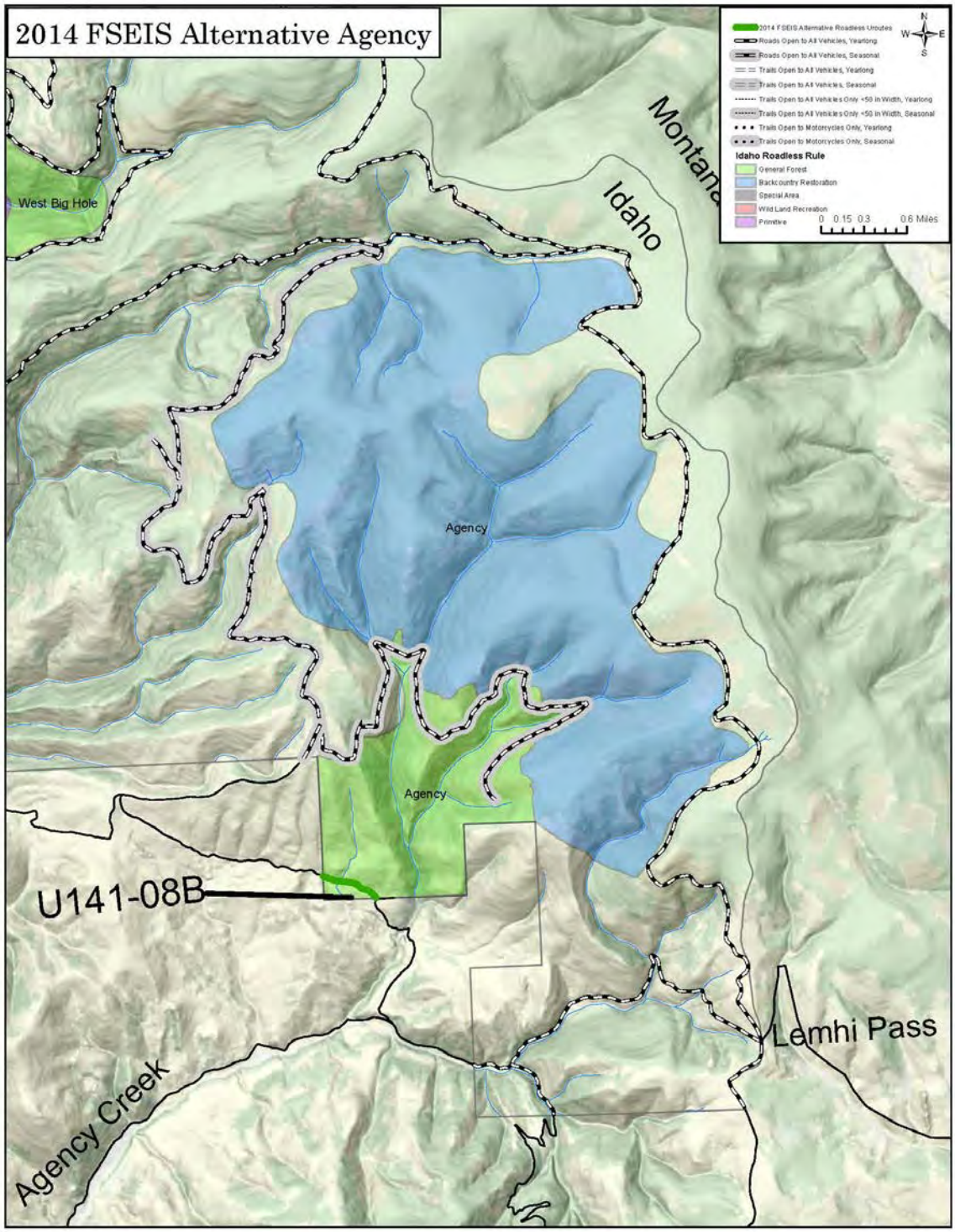

Figure A 3. Agency Creek 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in A 3 and Figure A 3.

Table A 4. Agency Creek roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Route being designated is a short segment that connects open routes on adjacent BLM administered lands. Terrain is relatively flat within this route location with steep slopes to the north along the Continental Divide. This moderate water producing area is an important source of excellent quality irrigation water to ranchers in the Lemhi Valley. Hydrologic conditions vary throughout the area, showing impacts of previous grazing activities. However, the streams currently provide good fish habitat and water sources for wildlife and livestock. Effects from route to soil, water and air resources are indirect and minimal in part from location and from overall reduced route density.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/ Improving	Vegetation on much of the area is sagebrush and grass, with Douglas-fir and lodgepole pine found on the higher elevational slopes. The western spruce-fir, and the alpine meadows and barren ecosystems are found here. The mid to lower elevation portions of this area provide good mule deer summer range and excellent big game winter range in the form of open sagebrush slopes and small stringers of Douglas-fir timber. Antelope also summer and winter on the lower slopes within this area. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. No impact from this route.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Several streams within the area have habitat suitable for fish, but fish densities are expected to be low because the streams have predominantly high gradient channels with minimal holding areas for fish. Threatened species bull trout and sensitive westslope cutthroat trout habitat overlaps this roadless area. Streams from the area are tributary to the Lemhi river where threatened Chinook salmon and steelhead are present. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, fisher, pygmy rabbit, bald eagle, northern goshawk, three-toed woodpecker, sage grouse, great gray owl, habitat for wolverines, and spotted frogs. Whitebark pine, a Region 4 sensitive plant species likely occurs at upper elevations. No impact to TES species or habitats.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Primitive and semi-primitive classes of recreation	No	Stable	Route crosses the southern edge of the roadless area in the General Forest management classification and is a connector for open roads on adjacent BLM administered lands. Opportunity for solitude is low due to size, distance from perimeter to core, lack of topographical screening, and permanent intrusions. Opportunity for primitive recreation is also low due to the lack of diversity and the lack of opportunity for challenging experiences. Recreation is primarily related to hunting and firewood gathering. No impact from route location and use.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The Challis volcanic bedrock forms a smooth and subdued topography. Vegetation on much of the area is sagebrush and grass, with Douglas-fir and lodgepole pine found on the higher elevational slopes. The northern portion of this area remains natural appearing with the exception of road construction activities. The central and southern portions appear modified, primarily through timber harvest activities. The scenery in this roadless area is generally considered common for the Salmon National Forest. The trail route does not detract from the overall character, it is located a General Forest management classification area that has been modified by previous activities and does not further detract from the area's natural appearance or integrity.
Traditional cultural properties and sacred sites	No	Stable	The potential for cultural resources in this roadless area is unknown. Part of the Lewis and Clark Trail are located in this area. No impact anticipated.
Other locally unique characteristics	Yes	Stable	The Continental Divide National Scenic Trail runs along the northern boundary of this area. The Lewis and Clark National Historic Trail is route U141-08B, which crosses the southern tip of this area. Motorized use on this section of the trail is consistent with use on this trail on adjoining BLM administered lands.

Blue Bunch Roadless Area (6,133 Acres in the Challis Portion)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered in the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis, some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Blue Bunch Roadless Area was assigned to a non-wilderness prescription Management Area 3, Marsh Creek (6,133 acres). Motorized routes are located in this management area.

- 3 Marsh Creek – The Management area will remain essentially unchanged. Large areas will remain undeveloped. Improvements in timber stands, wildlife, anadromous fisheries, water quality, and grazing conditions are desired (Forest Plan).

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on unroaded lands contiguous to the roadless area.

Existing Condition

The Blue Bunch Roadless Area contains 1.86 miles of motorized routes. There are 1.34 miles of system and 0.52 miles of unauthorized routes. There were no motorized restriction in the previous travel plan and 1,622 acres were open to cross-country travel.

Idaho Roadless Areas

Table A 5 shows motorized routes by alternative in the Blue Bunch Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 5. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (6,133 acres)	System Routes	1.34	0.01	0.01
	U Routes	0.52	0	0.10
Total Miles		1.86	0.01	0.11

Unroaded Lands: There are unroaded lands contiguous to the Blue Bunch Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 7). A total of 0.19 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The analysis area is the Challis portion of the Blue Bunch Roadless Area and the unroaded lands contiguous to the roadless area. The Challis portion of this roadless area is 6,133 acres, with the

entire Blue Bunch Roadless Area totaling 11,000 acres. The other acres are in the Boise National Forest. The Challis National Forest is the lead forest for evaluation of the entire shared roadless area.

On the Challis portion of the Salmon-Challis National Forest the roadless area is accessed by the graveled Cape Horn-Fir Creek road off State Highway #21.

Elevations range from about 6,400 feet near Bear Valley Creek to 9,500 feet at Capehorn Mountain. The area is underlain by Cretaceous granitics of the Idaho Batholith. At the lower elevations, slopes are moist and steep with scattered to dense stands of lodgepole pine and Douglas-fir. Engelmann spruce thrive in the wetter bog areas. In higher areas, glacial troughlands are vegetated with dense to open stands of lodgepole pine and subalpine fir.

The Blue Bunch Roadless Area includes forested slopes and meadows, and rocky glaciated areas. Capehorn Mountain, a massive, glaciated peak, is the area's prominent feature. One small lake lies on the mountain's northwestern flank.

Natural Integrity (Natural and Undeveloped): The Blue Bunch Roadless Area contains 1.86 miles of existing motorized routes in the inventoried roadless consisting of 1.34 miles of system motorized routes and 0.52 miles of unauthorized routes. There are also 0.19 miles of unauthorized routes located on lands contiguous to the area. This area was open to motorized cross-country travel in the original travel plan. The natural appearance and integrity of the area is intact, and these intrusions do not detract from the natural integrity of the area because the routes are located on the outer edge of the roadless area. Boundaries could be modified to exclude these intrusions with little impact to overall wilderness values.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunities for primitive recreation are moderate. Because few trails exist in the area and due to the rugged terrain, cross-country travel is challenging. When considered as a potential addition to the existing adjacent Frank-Church River of No Return Wilderness there are considerable opportunities for solitude and primitive recreation. Existing motorized routes form the southern and eastern boundaries of this roadless area. These routes provide access for backcountry fall big game hunting and serve as access points to non-motorized trails that provide access into the adjacent Frank Church – River of No Return Wilderness Area.

Special Features: The Challis portion does not contain any special features.

Manageability: The area could be managed as a part of the adjoining Frank Church - River of No Return Wilderness.

Environmental Consequences

Table A 6. Direct/indirect effects comparison of alternatives

Blue Bunch Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		6	1	2
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	6,122	0	0
	Miles of System Routes	1.34	0.01	0.01
	Miles of U Routes	0.71	0.00	0.12
	Total Miles of Routes	2.05	0.01	0.13
	Acres of Dispersed Camping	6,122	111	11
Solitude	Acres Not Supporting Solitude	2,715	1,906	1,918
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		The area could be managed as a part of the adjoining Frank Church - River of No Return Wilderness		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 would remain essentially the same as the existing condition in this area. 1.34 miles of system routes would be open to motorized use and 0.71 miles of unauthorized routes (0.52 miles in the roadless area and an additional 0.19 miles on contiguous lands) would be available. The 6,122 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. Due to the rugged terrain and difficulty of cross-country travel, this potential is considered low. Boundaries could be modified to exclude these intrusions with little effect to the wilderness attributes.

Direct/Indirect Effects of Alternative 1

A small intrusion of an existing system road (0.01 miles) would be the only motorized routes located in the boundaries of the roadless area. The remainder of this route is outside the roadless area boundary. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The 6,133 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 111 acres along the boundary of the roadless area due to existing routes outside of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area.

The opportunity for solitude would improve with closing the area to cross-country travel. 1,906 acres along existing routes outside of the roadless area would not support solitude in the roadless area. When considered as a potential addition to the existing adjacent Frank-Church River of No Return Wilderness there are still considerable opportunities for solitude and primitive recreation.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Boundaries could easily be modified to exclude the one motorized intrusion with no effect to the wilderness attributes of this area.

Direct/Indirect Effects of 2014 FSEIS Alternative

A small intrusion of an existing system road (0.01 miles) and an existing unauthorized route (0.12 miles) would be the only motorized routes located in the boundaries of the roadless area. The remainder of the system route is outside the roadless area boundary. The 6,133 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effects from motorized travel.

The Natural Integrity would remain intact. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 11 acres along the boundary of the roadless area due to existing routes outside of the roadless area, and along the 0.13 miles of motorized routes in the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area.

The opportunity for solitude would improve with closing the area to cross-country travel. 1,918 acres along existing routes outside of the roadless area would not support solitude in the roadless area. When considered as a potential addition to the existing adjacent Frank-Church River of No Return Wilderness there are still considerable opportunities for solitude and primitive recreation.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Boundaries could easily be modified to exclude the one motorized intrusion with no effect to the wilderness attributes of this area.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 7. Blue Bunch Roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
4024	1.33	0	0
40579	0.01	0.01	0.01
Total System Routes	1.34	0.01	0.01
U121103A	0.1	0	0.1
U141-19HP	0.42	0	0
Total Unauthorized Routes	0.52	0	0.1
Total Roadless Routes	1.86	0.01	0.11
Unroaded Motorized Routes			
U121103A	0.02		0.02
U121109A	0.11		
U141-19HP	0.06		
Total Unroaded Routes	0.19	0.00	0.02
Total Motorized Routes			
4024	1.33		
40579	0.01	0.01	0.01
Total System Routes	1.34	0.01	0.01
U121103A	0.12		0.12
U121109A	0.11		
U121109B	0.06		
U141-19HP	0.48		
Total Unauthorized Routes	0.71	0.00	0.12
Total Routes	2.05	0.01	0.13
Number of System Routes	2	1	1
Number of U Routes	4	0	1
Total Routes	6	1	2
Routes added to the system	NA	0	1

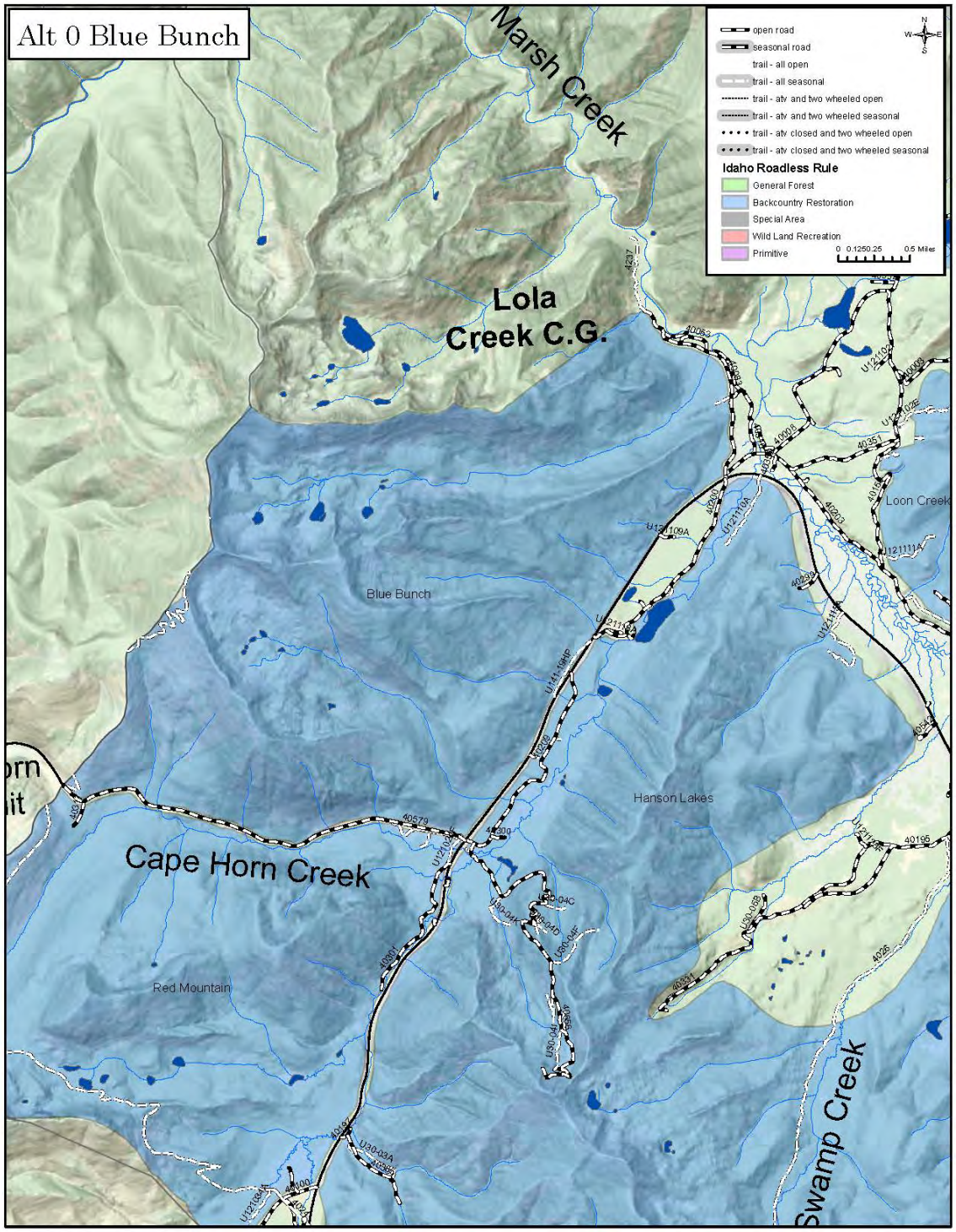

Figure A 4. Blue Bunch Alternative 0

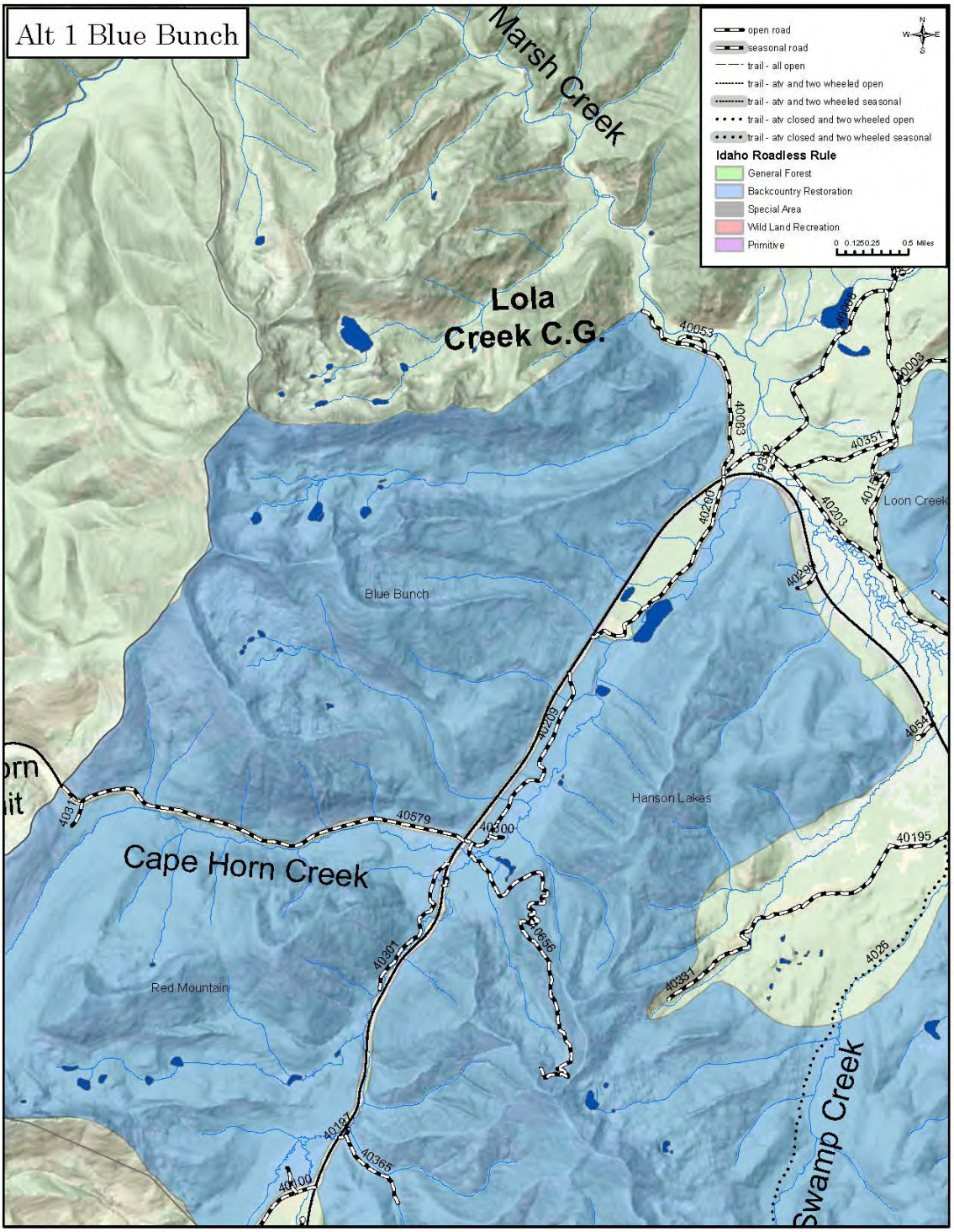

Figure A 5. Blue Bunch Alternative 1

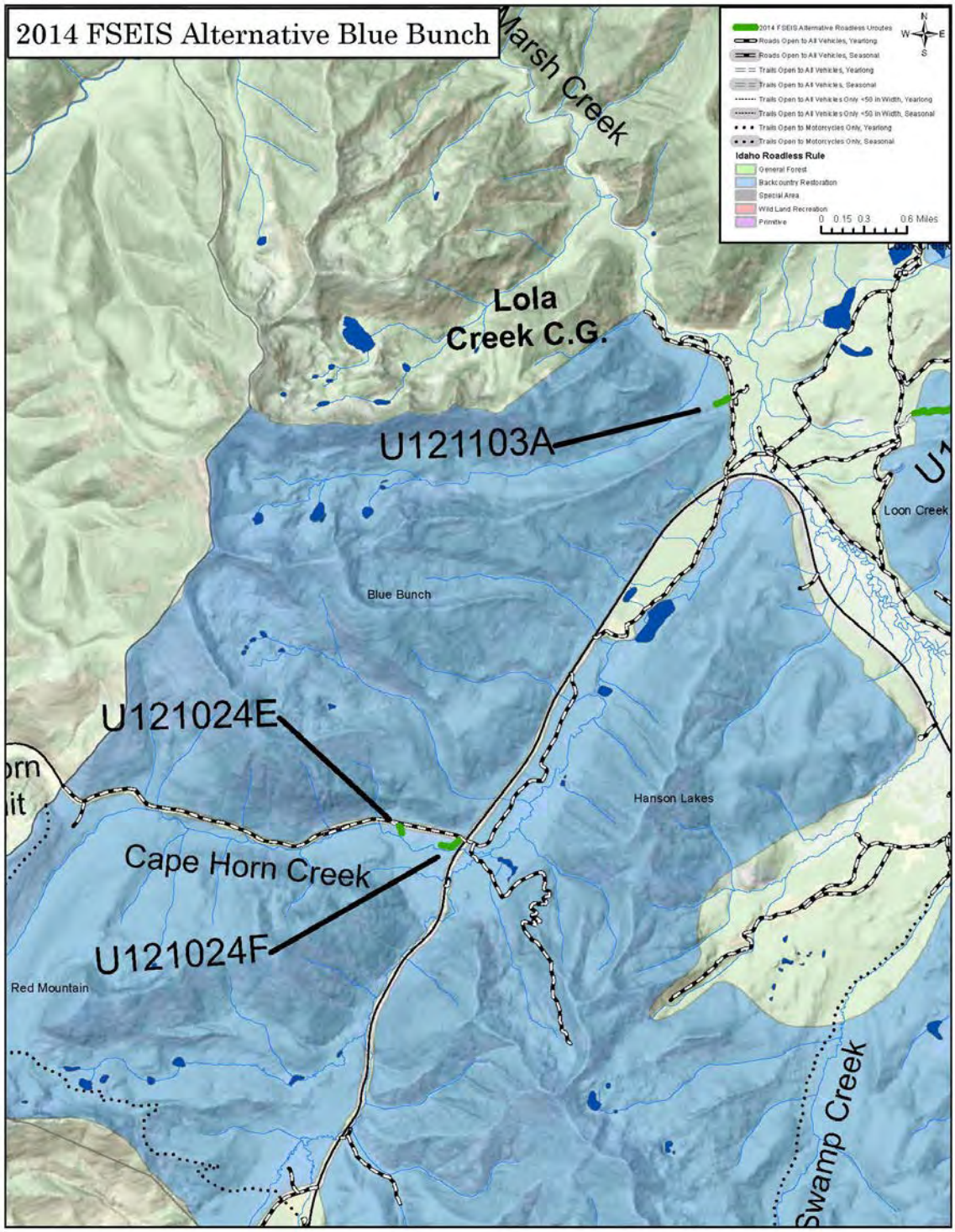

Figure A 6. Blue Bunch 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 7 and Figure A 6.

Table A 8. Blue Bunch roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Route is a short spur off of the road to Lola Creek Campground and Marsh Creek trailhead. Route accesses the Lolo Creek trailhead, the trail (#014) being non-motorized access to high mountain lakes and Cape Horn Mountain. Although route area has medium soil erosion potential, the terrain is relatively flat with route location in a dry valley bottom at least ¼ mi from closest stream channel. The far north extent of the Blue Bunch roadless area contains a 4000 acre stream segment of Bear Valley Creek classified as eligible for wild designation under Wild and Scenic River System. Effects from route to soils, water and air resources are indirect and minimal because of route location and overall route density.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/ Improving	Plant and animal communities highly diverse, but altered in character by the Banner Fire of 2010, a mixed severity large wildfire. No impact from this route because of project design features and avoidance of sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Important habitat for threatened fish species Chinook salmon, steelhead and bull trout occurs in this roadless area and specifically in adjacent Fir Creek and Bear Valley Creek. Potential habitat for lynx and habitat for wolverine and fisher occurs. Boreal owl, great gray owl, northern goshawk, flammulated owl, white-headed woodpecker, and three-toed woodpecker, and spotted frog, are sensitive species known to occur or that could potentially occur in the roadless area. No threatened or endangered plant species are known to occur in the area. Whitebark pine, a Region 4 sensitive plant species occurs at upper elevations. Impact to listed and sensitive species from this route minimal. Harassment and significant disruption of wildlife habitats are minimized due to proximity to existing open road (Lola Creek Road)
Primitive and semi-primitive classes of recreation	No	Stable	Route is located at the perimeter of the roadless area, Opportunity for primitive recreation and solitude is moderate in the roadless area with backcountry hunting and trail use for access to high mountain lakes and adjacent FC-RONRW. Location being adjacent to wilderness enhances recreation experiences. No impact from route location and use.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Landscape character and integrity	No	Stable	The area includes forested slopes and meadows, and rocky glaciated areas. The recent Banner Fire changed the scenic qualities of the area from its former character. The area perimeter in the vicinity of the Lola Creek Road was impacted by the fire suppression activities of tree thinning preparation for burnout and post-fire snagging for road safety The trail route does not detract from the overall character, and the area's natural appearance and integrity remains intact.
Traditional cultural properties and sacred sites	No	Stable	No impacts anticipated. Cultural resource site sensitivity is rated as low
Other locally unique characteristics	No	Stable or None	Eligible wild segment (4000 acres) along Bear Valley Creek at opposite (north) perimeter of roadless area. No Impact

Borah Peak Roadless Area (130,463 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered in the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Borah Peak Roadless Area was assigned to Management Area16 Borah Peak (130,459 acres). The proposed action would occur in this Management Area. Sixty-six acres of Management Area 15 are considered mapping errors. The analysis is completed to only include Management Area 16 Borah Peak. Motorized routes are located in this management area.

- 16 Borah Peak – The majority of this area is proposed for inclusion into the National Wilderness System. It will therefore remain in its existing state and its wilderness attributes will be protected. The remaining lands outside of the proposed wilderness will be management with modest improvements.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Borah Peak Idaho Roadless Area contains 41.72 miles of motorized routes. There are 13.45 miles of system routes and 28.26 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan.

Idaho Roadless Rule

The following table shows motorized routes by alternative in the Borah Peak Idaho Roadless Area. The routes are in lands classified as Wild Land Recreation and Backcountry Restoration. There are no routes in Forest Plan Special Areas.

Table A 9. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Wild Land Recreation (109,253 acres)	System Routes	12.05	9.97	8.14
	U Routes	0	0	0
Forest Plan Special Areas[1] (4,356 acres)	System Routes	0	0	0
	U Routes	0	0	0
Backcountry Restoration (16,854 acres)	System Routes	1.40	0.66	0.73
	U Routes	0	0	0.29
Total System Routes		13.45	10.62	8.87
Total U Routes		0	0	0.29
Total Route Miles		**13.45**	**10.62**	**9.16**

[1] Forest Plan Special Areas was used to identify areas specifically managed by Forest Plans, such as wild and scenic rivers, research natural areas, or other specific purposes identified in forest plans. These areas are managed under the Forest Plans of each Forest and the Idaho Roadless Rule does not apply. This area is listed and effects are analyzed in the environmental consequences section of this report.

Unroaded Lands: There are unroaded lands contiguous to the Borah Peak Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Unauthorized routes that are being added to the system in these areas are analyzed in the effects section of this report (Table A 12). A total of 1.82 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Borah Peak Roadless Area lies 34 miles south of Challis, east of Highway 93, on the Challis and Lost River Ranger District. Its boundaries can be easily reached by the Double Springs Pass Road, Pass Creek Road, and other roads and trails leading off Highway 93 and the Pahsimeroi Road. This is a sizeable roadless area and includes approximately 130,459 acres of National Forest System lands.

Centrally located in the Lost River Range, this roadless area of land is characterized by high peaks, large cirque basins, steep slopes and generally narrow canyon bottoms below cirque basins, leading to alluvial fans. The area is very rugged, with outstanding geologic features due to repeated glaciation. One of the most outstanding features is Borah Peak, the highest mountain in Idaho, reaching 12,655 feet in elevation.

The steep slopes and high mountain tops and ridges provide a scenic backdrop to the valley ranches and communities. The surrounding valleys include irrigated hayfields and pastures, and riparian willow/cottonwood plant communities.

Natural Integrity (Natural and Undeveloped): The area contains 13.45 miles of system motorized routes, and 28.26 miles of unauthorized routes, for a total of 41.72 miles of motorized routes. This area was only open to motorized travel on existing roads and trails identified by Forest Route Markers. Motorized cross-country was prohibited. Most intrusions into Borah Peak do not detract from the natural integrity of the area. Boundaries could be modified to exclude these intrusions with little impact to overall wilderness values. The natural Integrity of this area was considered high.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunity for primitive recreation and solitude is excellent. Challenging experience include technical and non-technical climbing and cross-country non-motorized travel.

Special Features: The major scenic attractions of national significance include Mount Borah, seen from the Big Lost River Valley, and "Little Switzerland" in the upper reaches of the Pahsimeroi. The area contains several unique features such as Idaho's highest peak, true alpine vegetation, geologic formations, and a glacier.

Other special features include two Research Natural Areas, totaling 4,400 acres. The Mahogany Creek Research Natural Area includes approximately 3,600 acres. Its special features are examples of mountain mahogany, Douglas-fir, subalpine fir, whitebark and limber pine and high mountain and alpine grasslands. The Merriam Lake Basin Research Natural Area covers 800 acres. Its special features are various alpine plants, including vegetation typical of tundra 2,400 miles to the north, true alpine lakes, and numerous rare plant species.

A large exposed earthquake fault and other earthquake damage from the October 1983 Idaho earthquake are contained in this roadless area.

Two eligible river segments for classification in the Wild and Scenic River System, Lower Cedar Creek and East Fork Pahsimeroi River, are in the borders of this roadless area.

Manageability: The roadless area boundaries generally follow the forest boundary and roads. They do not coincide with topographical features. There is opportunity to change the boundaries to eliminate intrusions without losing large acreages of the roadless area. However, the boundary would not follow topographic features and would be difficult to manage. The Bureau of Land Management Burnt Creek Wilderness Study Area adjoins the north border and the Bureau of Land Management Borah Peak Wilderness Study Area adjoins the south border of this roadless area.

Recommended Wilderness

The Borah Peak Recommended Wilderness is 113,197 acres in size and in the boundaries of the Borah Peak Roadless Area. A forest plan amendment completed in 1993 and carried into the 2009 Amendment 19 allowed motorized use on existing motorized routes within the recommended wilderness (Table A 12a). There are no unauthorized routes being added to the system within the proposed wilderness.

Proposed Wilderness Bill

The Borah Peak Proposed Wilderness was not included in the H.R. 145 Bill to be established as wilderness.

Environmental Consequences

Table A 10. Direct/indirect effects comparison of alternatives (Roadless Area)

Borah Peak Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		17	12	17
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	13.45	10.62	8.81
	Miles of U Routes	0	0	5.43[1]
	Total Miles of Routes	13.45	10.62	14.24
	Acres of Dispersed Camping	1,159	939	288
Solitude	Acres Not Supporting Solitude	21,897	20,181	20,372
Special Features and Values	Routes Affecting Special Features ▪ Mahogany Creek RNA ▪ Merriam Lake Basin RNA ▪ Lower Cedar Creek EWSR ▪ East Fork Pahsimeroi River EWSR	40118 4199	40118	40118 UL-R-F-118
	Lower Cedar Creek EWSR 'wild' routes			
	40500	0.23	0.23	0.23
	40500-A			0.16
	UR-LR-AO24	0.28		
	UL-R-F-118			
	Total	0.51	0.23	0.68
	Route densities by acre	0.04%	0.01%	0.05%
Manageability		Stays the same, with opportunity to change the boundaries to eliminate intrusions without losing large acreages of the roadless area		

[1] The difference in mileage of unauthorized routes comes from including an unroaded area that was missed in the DSEIS. No additional routes are being added to the system that were not included in the SDEIS.

Table A 11. Direct/indirect effects comparison of alternatives (Recommended Wilderness)

Borah Peak Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		6	5	4
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	14.96	13.59	12.37
	Miles of U Routes	0	0	0
	Total Miles of Routes	14.96	13.59	12.37
	Acres of Dispersed Camping	851	690	0
Solitude	Acres Not Supporting Solitude	14,086	12,378	12,804
Special Features and Values	Routes Affecting Special Features ▪ Mahogany Creek RNA ▪ Merriam Lake Basin RNA ▪ Lower Cedar Creek EWSR ▪ East Fork Pahsimeroi River EWSR	None	None	None
Manageability		Stays the same, with opportunity to change the boundaries to eliminate intrusions without losing large acreages of the recommended wilderness area		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs substantially from the existing condition in this area. There would be 13.45 miles of system routes open to motorized use and 0.00 miles of unauthorized routes would be available. This is 28.26 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but is no longer available for motorized use. The area would remain closed to cross-country travel, helping to protect the wilderness attributes from future effect from motorized travel. Routes 40118 and 4199 are located in the East Fork Pahsimeroi River Eligible Wild and Scenic River corridor which is classified as an eligible 'scenic' river. Boundaries could be modified to exclude many intrusions without losing large acreages of the roadless area. However, the boundary would not follow topographic features and would be difficult to manage.

Recommended Wilderness: The level of motorized travel under Alternative 0 is 14.96 miles of routes along the eastern boundary, northern boundary and southern boundary. The recommended wilderness boundary did not cherry stem existing motorized routes as the roadless area did. This is the increase in mileage between the roadless area and recommend wilderness. The recommended wilderness area is 113,197 acres in size. The natural integrity would remain intact, with 851 acres of dispersed camping available. This is less than one percent of the recommended wilderness area. Opportunities for solitude would remain high with 12.44 percent of the area not supporting solitude. This is due to the extension of routes into the recommended wilderness area. There are no effects to special features within the recommended wilderness area. The boundary does not follow topographic features and would be difficult to manage.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 10.62 miles of system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless

area. The entire 130,463 acres within this roadless area would remain closed to cross-country travel helping to protect the wilderness attributes from future effect from motorized travel. Lands contiguous would also be closed except for the acres open for dispersed camping.

The natural integrity would remain intact. Alternative 1 designates fewer miles of motorized routes than the no action alternative; this would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 939 acres due to existing routes in and outside of the roadless area. All of the acres may not be suitable for dispersed camping due to the ruggedness of the area.

Opportunities for solitude would remain excellent with some improvement over the no action alternative due to the reduced number of motorized routes available for motorized use. Cross-country travel will remain closed. Solitude would not be supported on 20,181 acres.

The East Fork Pahsimeroi River EWSR – 'scenic' corridor runs through the center of this roadless area. Route 40118 is in the corridor. This segment is an eligible 'scenic' river segment. This route was present at the time this river was made eligible and is compatible with the designation. Route 4199 is not designated in this alternative.

Boundaries could be modified to exclude many intrusions without losing large acreages of the roadless area. However, the boundary would not follow topographic features and would be difficult to manage.

Recommended Wilderness: The level of motorized travel under Alternative 1 is 13.59 miles of routes along the eastern boundary, northern boundary and southern boundary. The recommended wilderness boundary did not cherry stem existing motorized routes as the roadless area did. This is the increase in mileage between the roadless area and recommend wilderness. This is 1.37 miles less than Alternative 0. The recommended wilderness area is 113,197 acres in size. The natural integrity would remain intact, with 690 acres of dispersed camping available. This is less than one percent of the recommended wilderness area. Opportunities for solitude would remain high with 10.93 percent of the area not supporting solitude. This is due to the extension of routes into the recommended wilderness area. There are no effects to special features within the recommended wilderness area. The boundary does not follow topographic features and would be difficult to manage.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 8.81 miles of system routes. Motorized travel would be allowed on 5.43 miles of unauthorized routes in the roadless area or areas contiguous to the roadless area for a total of 14.24 miles of open motorized routes. The entire 130,463 acres within this roadless area would remain closed to cross-country travel helping to protect the wilderness attributes from future effect from motorized travel. Lands contiguous would also be closed except for the acres open for dispersed camping.

The natural integrity would remain intact. The 2014 FSEIS Alternative designates fewer miles of motorized system routes than the no action alternative but adds 5.43 of unauthorized routes. The total miles of open routes is less than the not action alternative. Dispersed camping would be available on 288 acres due to existing routes in and outside of the roadless area. All of the acres may not be suitable for dispersed camping due to the ruggedness of the area.

Opportunities for solitude would remain excellent with some improvement over the no action alternative due to the reduced number of motorized routes available for motorized use. Cross-country travel will remain closed. Solitude would not be supported on 20,372 acres.

The East Fork Pahsimeroi River EWSR – 'scenic' corridor runs through the center of this roadless area. Route 40118 is in the corridor. This segment is an eligible 'scenic' river segment. This route was present at the time this river was made eligible and is compatible with the designation. Route 4199 is not designated in this alternative. Route U-LR-F-118 would be added to the system and is in the Lower Cedar Creek Eligible Wild and Scenic River which is classified as an eligible 'wild' river. This eligible river begins in the central portion of the roadless area and extends down to the boundary of the Forest. Portions of two routes are located in the Lower Cedar Creek EWSR 'wild' corridor. The routes are in the unroaded portion of the roadless area.

Route 40118 is a system route that was present at the time of eligibility. Route U-LR-F-118 accesses a trail head from BLM lands. Both routes are located in the very lowest portion of the corridor and effect the same area of the corridor. The corridor is 1,417 acres including a quarter mile on each side of the river. Adding this route increases the routes by acre densities by 0.01 percent from Alternative 0.

Boundaries could be modified to exclude many intrusions without losing large acreages of the roadless area. However, the boundary would not follow topographic features and would be difficult to manage.

Recommended Wilderness: The level of motorized travel under the 2014 FSEIS Alternative is 12.37 miles of routes along the eastern boundary, northern boundary and southern boundary. This is 2.59 miles less than Alternative 0. Motorized use of these routes was allowed through the 1993 Amendment 9 and carried through to the 2009 Amendment 19. The amendments allowed motorized use on two routes, 3.14 miles in length, which were not designated in this alternative. The recommended wilderness area is 113,197 acres in size. The Natural Integrity would remain intact, with 0 acres of dispersed camping available. Opportunities for solitude would remain high with 11.31 percent of the area not supporting solitude. This is due to the extension of routes into the recommended wilderness area. There are no effects to special features within the recommended wilderness area. The boundary does not follow topographic features and would be difficult to manage.

Wilderness is congressionally designated as non-motorized at the time of designation. There would be no access for cross country travel, no acres available for dispersed camping; the 12,804 acres not available for solitude would become available.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 12. Borah Peak Roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40118	0.01	0.01	
40121	0	0	
40312	0.63	0.63	0.62
40313	0.02	0.02	
40314	0.02	0.02	0.02
40333	0.03	0.03	0.03
40411			0.02
40417	0.03	0.03	
40434	1.06	1.06	1.06
40663	0.05	0.05	0.05
40900			0.06
4089	0.81		
4091	5.2	5.2	5.2
4092	1.80	1.80	1.81
4194	1.77	1.77	
4197	0.34		
4199	0		
4245	1.37		
4245.1	0.31		
Total System Routes	**13.45**	**10.62**	**8.87**
U-LR-F-118			0.15
Total Unauthorized Routes	0	0	0.15
Total Roadless Routes	13.45	10.62	9.02
Unroaded Motorized Routes			
U082535A			1.49

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U082535D			0.07
U082535E			0.1
U112225A			0.46
U112330B			0.93
U141-20HW			0.52
U201			0.4
U63-01D			0.5
U63-01E			0.13
U63-01G			0.23
U-LR-F-010			0.16
U-LR-F-118			0.29
Total Unroaded Routes	**0.00**	**0.00**	**5.14**
Total Motorized Routes			
40118	0.01	0.01	
40121	0.00	0.00	
40312	0.63	0.63	0.62
40313	0.02	0.02	
40314	0.02	0.02	0.02
40333	0.03	0.03	0.03
40411	0.00	0.00	0.02
40417	0.03	0.03	
40434	1.06	1.06	1.06
40663	0.05	0.05	0.05
40900			0.06
4089	0.81		
4091	5.20	5.20	5.20
4092	1.80	1.80	1.81
4194	1.77	1.77	
4197	0.34		
4199	0.00		
4245	1.37		
4245.1	0.31		
Total System Routes	**13.45**	**10.62**	**8.87**
U082535A			1.49
U082535D			0.07
U082535E			0.10
U112225A			0.46

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U112330B			0.93
U141-20HW			0.52
U201			0.40
U63-01D			0.50
U63-01E			0.13
U63-01G			0.23
U-LR-F-010			0.16
U-LR-F-118			0.44
Total Unauthorized Routes	**0.00**	**0.00**	**5.43**
Total Routes	**13.45**	**10.62**	**14.3**
Number of System Routes	17	12	9
Number of U Routes	0	0	12
Total Routes	17	12	21
Routes added to the system	NA	0	12

Table A 13a. Borah Peak Recommended Wilderness, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total Motorized Routes			
40411[2]	1.17[1]	1.17[1]	1.70[1]
40434[2]	3.65[1]	3.65[1]	3.66[1]
4091[2]	5.20	5.20	5.20
4092[2]	1.80	1.80	1.81
4194[2]	1.77	1.77	
4245[2]	1.37		
Total System Routes	14.96	13.59	12.37
Total Unauthorized Routes	0.00	0.00	0.00
Total Routes	14.96	13.59	12.37
Number of System Routes	6	5	4
Number of U Routes	0	0	0
Total Routes	6	5	4
Routes added to the system	NA	0	0

[1] The roadless area boundary was drawn to eliminate some motorized routes outside of the roadless area. The proposed wilderness boundary included these routes in the proposed wilderness. Therefore the miles of motorized routes are not always the same between the roadless area and the proposed wilderness.

[2] These routes were included in the 1993 Amendment 9 and carried into the 2009 Amendment 19 allowing motorized use within the Borah Peak Recommended Wilderness.

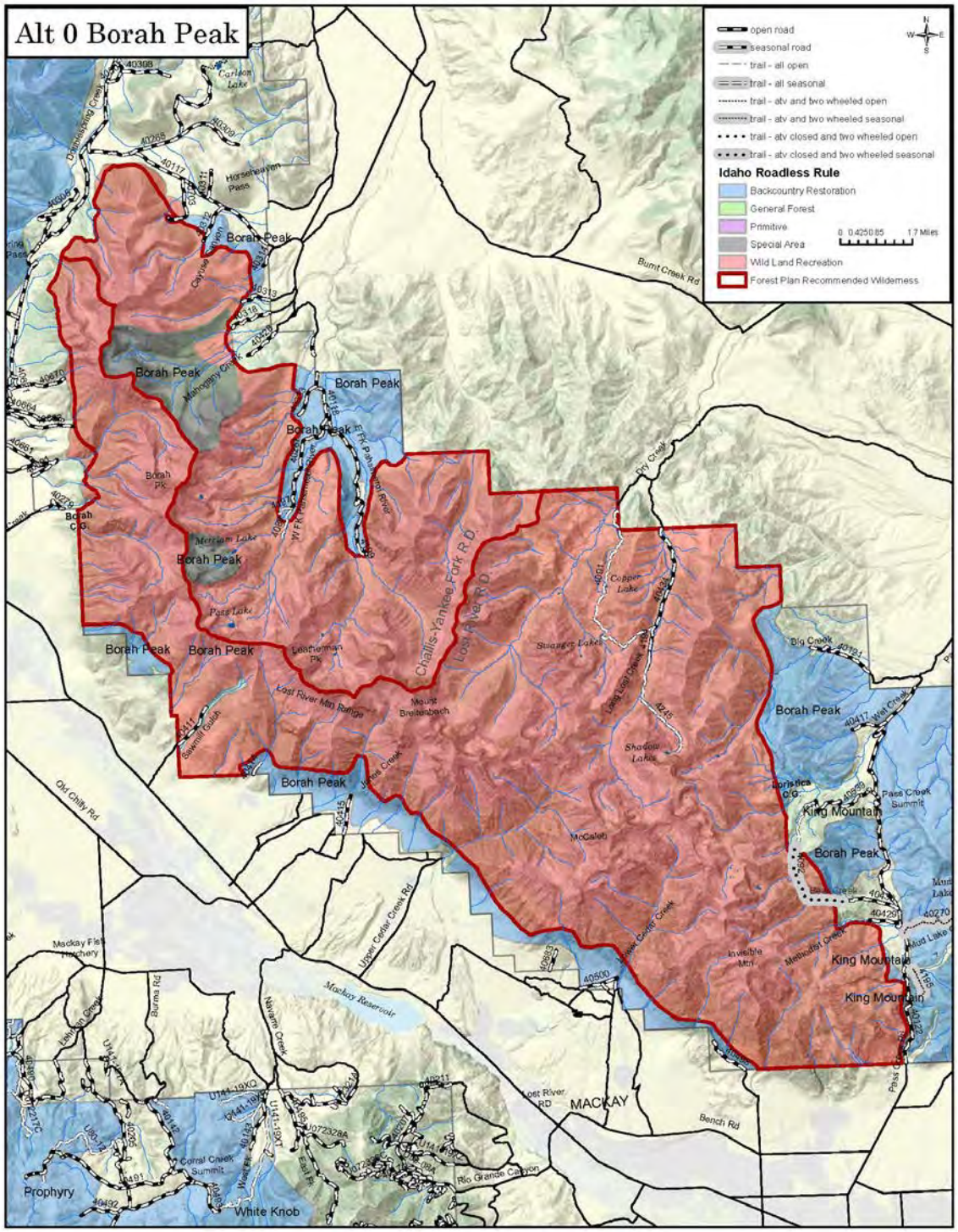

Figure A 7. Borah Peak Alternative 0

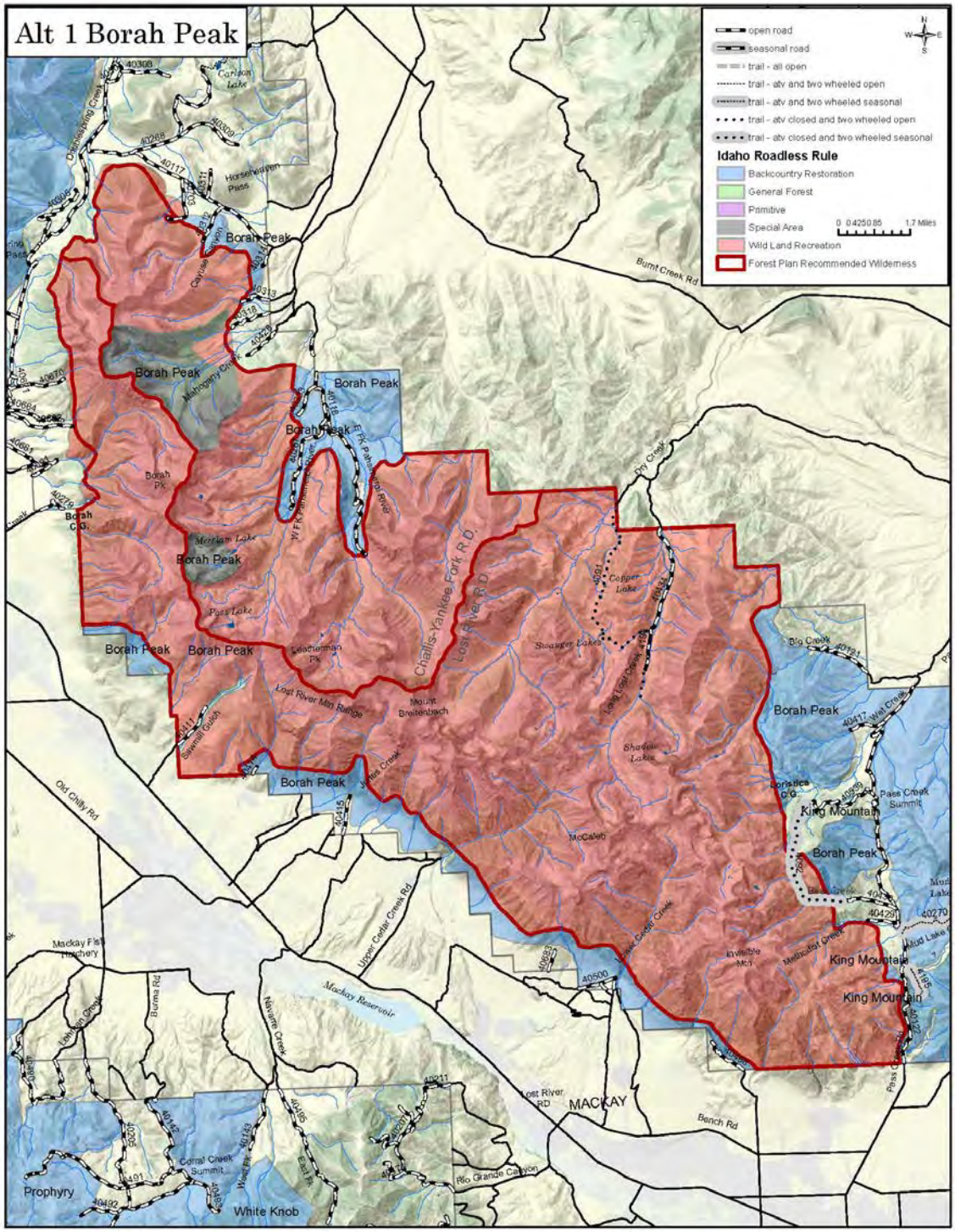

Figure A 8. Borah Peak Alternative 1

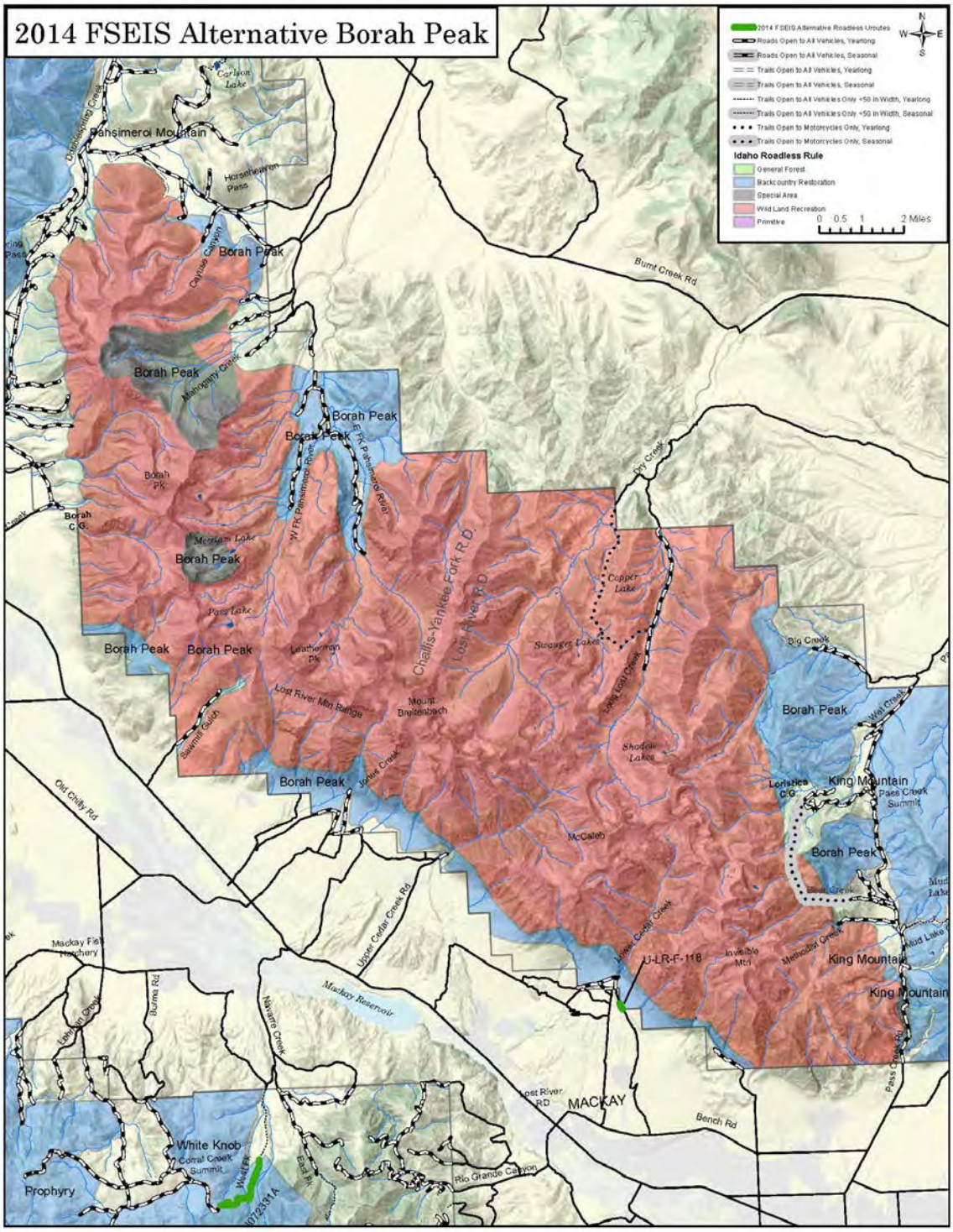

Figure A 9. Borah Peak 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table 16 and Figure 9.

Table A 14. Borah Peak Roadless Characteristics Worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving	Routes are short segment connectors on a dry sagebrush-grass alluvial fans and drainage bottom. Routes access irrigation diversions and dispersed camp spots at mouth of tributary drainages originating in Lost River Mountains. The Preferred Alternative complies with Forest Plan soil and watershed standards and the Clean Water Act. Overall, measurement indicators are reduced in the Middle Big Lost River 5th field hydrologic units when compared to the No Acton Alternative and Alternative 1. This is expected to minimize impacts to soil and water within this roadless area. The roadless area produces high quality water for agriculture and fishery purposes. Routes analyzed do not impact quality and quantity of water for agriculture or fisheries.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/Improving	The diversity of vegetation produces a broad spectrum of life zones ranging from semi-arid shrublands to alpine rock/scree. The back country nature and diversity of vegetation types provide habitat for elk, mule deer, bighorn sheep, pronghorn antelope, and a multitude of other game and non-game animal species. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Analyzed routes are short segments of extensive road network present on the gentle terrain of alluvial fans at the base of the Lost River Mountain range.
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable	The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, bighorn, fisher, pygmy rabbit, bald eagle, peregrine falcon, three-toed woodpecker, sage grouse, and habitat for wolverines, Townsend big-eared bat, and spotted frogs. Habitat for bull trout, a threatened species, and sensitive species westslope cutthroat trout and Big Lost River Whitefish occur in this roadless area. Lost River milkvetch *(Astragalus amnis-amissi),* Douglas' wavewing *(Cymopterus douglasii)* and Marsh's bluegrass *(Poa abbreviate ssp. marshii)*, Whitebark pine are sensitive plant species occur in this roadless area, but unimpacted by routes.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Primitive and semi-primitive classes of recreation	No	Stable	Routes are located in Backcountry/ Restoration management classification and are primarily connectors for open roads on adjacent Forest Service and BLM administered lands. All are located near perimeters of roadless area. Core of roadless area, which is within Wild Land Recreation management classification and Forest Plan recommended wilderness, is unimpacted by new routes. Opportunity for primitive recreation and solitude remains excellent. Challenging experience include technical and non-technical climbing and cross-country travel in the area core are unimpacted.
Reference landscapes for research study or interpretation	No	Stable	Special features include two Research Natural Areas, totaling 4,400 acres. The Mahogany Creek Research Natural Area includes approximately 3,600 acres. Its special features are examples of mountain mahogany, Douglas-fir, subalpine fir, whitebark and limber pine and high mountain and alpine grasslands. The Merriam Lake Basin Research Natural Area covers 800 acres. Its special features are various alpine plants, including vegetation typical of tundra 2,400 miles to the north, true alpine lakes, and numerous rare plant species. No impact to these RNAs from routes analyzed.
Landscape character and integrity	No	Stable	High level of natural integrity. Characterized by high peaks, large cirque basins, steep slopes and generally narrow canyon bottoms below cirque basins, leading to alluvial fans. The area is very rugged, with outstanding geologic features due to repeated glaciation. The major scenic attractions of national significance include Mount Borah, seen from the Big Lost River Valley, and "Little Switzerland" in the upper reaches of the Pahsimeroi. The area contains several unique features such as Idaho's highest, reaching 12,655 feet in elevation, true alpine vegetation, geologic formations, and a glacier. No impact from routes.
Traditional cultural properties and sacred sites	No	Stable	Cultural resources are largely unknown. Inventories have not been conducted largely because most of the area is recommended for wilderness. There is a potential for discovery of prehistoric sites. No impact anticipated from routes analyzed.
Other locally unique characteristics	No	Stable	A large exposed earthquake fault and other earthquake damage from the October 1983 Idaho earthquake are contained in this roadless area. Two eligible river segments for classification in the Wild and Scenic River System, Lower Cedar Creek and East Fork Pahsimeroi River are within the borders of this roadless area. Routes analyzed do not affect earthquake fault features or eligible river segments (U-LR-F-118 located on Lower Cedar Creek but downstream from eligible segment).

Boulder-White Clouds Roadless Area (139,296 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered in the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Boulder-White Clouds Roadless Area was assigned to Management Areas 7 East Fork (78,316 acres), 11 Pioneer Mountains (41,778 acres), and 18 Mackay Front (19,185 acres). Motorized routes are located in these management areas.

- 7 East Fork – Range Condition and riparian areas will slowly improve over time. Big-game populations will increase, but not to the point of replacing livestock. Dispersed recreation will react to hunting seasons, with hunting remaining the prime use. There will be no commercial timber entry in the first two decades. The quality of water produced should improve over time. Area will remain an important area for livestock.

- 11 Pioneer Mountains – The management area will remain essentially unchanged and undeveloped. Dispersed recreation activities and opportunities will dominate the management strategy. Highly productive range lands will be intensively managed. That portion of the area proposed as Wilderness will remain in the natural condition.

- 18 Mackay Front – The character of the land will remain essentially unchanged. Wildlife and dispersed recreation will provide the dominant resource activities. Mining technology and market values for minerals could significantly impact this area.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Boulder-White Clouds Idaho Roadless Area contains 84.15 miles of motorized routes. There are 71.30 miles of system routes and 12.85 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan.

Idaho Roadless Areas

The following table shows motorized routes by alternatives in the Boulder-White Clouds Idaho Roadless Area. All of the routes are in lands classified as Wild Land Recreation and Backcountry Restoration.

Table A 15. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Wild Land Recreation (115, 853 acres)	System Routes	66.61	61.84	13.88
	U Routes	0	0	0.00
Backcountry Restoration (23,444 acres)	System Routes	4.62	4.61	1.50
	U Routes	0	0	0.06
Total System Routes		71.20	66.46	15.38
Total U Routes		0	0	0.06
Total Route Miles		71.20	66.46	15.44

Unroaded Lands: There are unroaded lands contiguous to the Boulder-White Cloud Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Unauthorized routes that are being added to the system in these areas are analyzed in the effects section of this report (Table A 17). A total of 0.84 miles of unauthorized routes are in these contiguous lands.

Affected Environment

Most of the Boulder-White Clouds Roadless Area is in the Sawtooth National Recreation Area of the Sawtooth National Forest. A portion is on the Lost River and Yankee Fork Ranger Districts of the Challis portion of the Salmon-Challis National Forest and is what is included in this analysis.

This large roadless area is located north of Ketchum, Idaho, east of the upper Big Wood River Valley, east of the Sawtooth Valley, south of the Salmon River, and west of the East Fork Salmon River. The boundary is 3 miles north of Ketchum, 2 miles east of Stanley, and 28 miles south of Challis, Idaho. This area is located in Blaine and Custer Counties. Primary access is by way of State Highway 75 from Ketchum to Stanley and east down the Salmon River, the East Fork Salmon River Road, U.S. Highway 93 in the Big Lost River Valley, and Trail Creek out of Ketchum. From these highways and roads, which are mostly adjacent to the roadless area, access is provided on numerous developed roads of various standards, many of which were originally constructed for mining purposes.

The Boulder-White Clouds Roadless Area consists mostly of high, steep, rugged ridges and peaks that make up the mountain ranges, the U-shaped valleys, and over-steepened slopes. Elevations range from 6,200 feet along the Salmon-Challis National Forest boundary at Herd Creek to 11,815 feet atop Castle Peak. A majority of the area is over 8,000 feet and several other peaks exceed 11,000 feet. The mountain ranges of the White Cloud Peaks and Boulder Mountains are rocky, barren, and very steep. Soils across the area vary from moderately to highly erodible. The northwestern portion of the area has long, steep, bisected slopes that have not been glaciated. The eastern portion of the area on the Salmon-Challis National Forest receives little moisture, being in the rain shadow of the major peaks. Slopes are more rolling and stable with a vegetative cover of grass and sagebrush. Trees occur only in the more moist north slopes and higher elevations.

Vegetation on the remaining area is typical of mountain slopes in central Idaho. South slopes at lower elevations are generally sagebrush and grass. As elevations increase, the tree density increases. Above 8,000 feet, tree stands become a mixture of Douglas-fir, subalpine fir, Engelmann spruce (limited to the creek bottoms), and whitebark pine. Patches of aspen are

scattered throughout. Limber pine and whitebark pine are found in the high cirque basins and near timberline. North slopes tend to have solid stands of trees except where soils are thin. The area contains many meadows, which are very important to wildlife.

Mountain peaks are spectacular and colorful, especially the White Cloud Peaks, which show the forces of nature with their folded and faulted strata. The White Cloud Peaks area has numerous cirque basins with high quality lakes and clear mountain streams. The area includes roughly 194,100 acres of Recommended Wilderness and therefore holds a high level of roadless characteristics.

Natural Integrity (Natural and Undeveloped): As a whole, the area has very high natural integrity, showing little impact by man. The apparent naturalness is extremely high. The Big Lost River drainage portion, outside of the main high peaks area, has a moderate level of natural integrity and appearance. Past activities have included sagebrush spraying, prescribed burning, historic logging, historic mining, and the construction of fences and water developments to better manage livestock. Long-term campsites occur in some locations. The area includes 12.4 miles of unauthorized and 19.6 miles of forest roads.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunities for solitude are very high. The rugged mountains provide a high degree of topographic screening. Vegetation, though not dense, also provides good screening. An exception to these screening factors is the rolling non-timbered slopes in the eastern portion of the area. In these areas, there is little tree cover to provide screening, but there are some long, V-shaped canyons. Distances from the center of the area to the perimeter provide outstanding opportunities for solitude, as does the fact that there are no permanent off-site intrusions. Opportunities for solitude are reduced on the Big Lost River portion of the area due to the ease of public access and high hunter use in the fall.

Opportunities for primitive recreation are also outstanding. Numerous activities can take place with little impact on other users. The screening by both vegetation and topography enhances primitive recreation potential. Self-reliance and challenge are found in many activities. More than 150 peaks are over 10,000 feet in elevation. The mountains are precipitous and many areas are devoid of trails, making access more challenging.

Special Features: There are no special features on the Challis portion of the roadless area.

Manageability: As inventoried, the area would be difficult to manage. Boundaries are complex and irregular, with many indentations and sections that run across slopes and drainages. Boundary modifications would be necessary to enhance manageability and form logical boundaries should the area become wilderness. One section of state-owned land is located on the Big Lost River portion of the area. Other than that, there are only a few very small parcels of private land in the boundary that could complicate wilderness management. The boundary could be changed slightly to exclude them.

There are numerous access locations available due to the area’s large size. Historic and current patterns of motorized use would present some difficulty in enforcing a non-motorized use policy. Approximately half of the designated roads and trails on the Big Lost River side are open to motorized vehicles, and most of this portion is open to snowmobile use. The majority of this portion of the area is also open to the retrieval of legally-taken game with motorized vehicles.

Recommended Wilderness

The Boulder-White Clouds Recommended Wilderness is 35,274 acres in size and in the boundaries of the Boulder-White Clouds Roadless Area (Table A 17). There are no unauthorized routes being added to the system within the Forest Plan Proposed Wilderness.

Proposed Wilderness Bill

This area is part of H.R. 145 Bill. The Bill includes the 115,853 acres of Wild Land Recreation management classification that is within the Borah Peak Roadless Area as part of the Jerry Peak Proposed Wilderness and the Hemingway/Boulder Proposed Wilderness. The 115,853 acres includes the 35,274 Forest Plan Proposed Wilderness (Table A 17, Figure A 10).

Environmental Effects

Table A 16. Direct/indirect effects comparison of alternatives (Roadless Area)

Boulder-White Clouds Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		26	25	11
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	71.28	66.44	15.46
	Miles of U Routes	0	0	1.63
	Total Miles of Routes	71.28	66.44	17.09
	Acres of Dispersed Camping	5,383	5,045	252
Solitude	Acres Not Supporting Solitude	46,223	44,333	17,916
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		The area would be difficult to manage		

Table A 14a. Direct/indirect effects comparison of alternatives (Recommended Wilderness)

Boulder-White Clouds Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		3	1	0
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	0.86	0.31	0.00
	Miles of U Routes	0.00	0.00	0.00
	Total Miles of Routes	0.86	0.31	0.00
	Acres of Dispersed Camping	100	57	0
Solitude	Acres Not Supporting Solitude	1,710	1,124	232
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		Stays the same, with opportunity to change the boundaries to eliminate intrusions without losing large acreages of the recommended wilderness area		

Table A 14b. Direct/indirect effects comparison of alternatives (H.R. 145)

Boulder-White Clouds Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		20	19	8
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	67.58	62.74	14.43
	Miles of U Routes	0	0	0
	Total Miles of Routes	67.58	62.74	14.43
	Acres of Dispersed Camping	4895	4653	182
Solitude	Acres Not Supporting Solitude	41868	39960	12481
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		Stays the same, with opportunity to change the boundaries to eliminate intrusions without losing large acreages of the recommended wilderness area		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition in this area for system routes. There would be 71.20 miles of system routes open to motorized use and 0.00 miles of unauthorized routes would be available. This is 12.95 miles fewer routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but are no longer available for motorized use. The area would remain closed to cross-country travel. Boundaries could not be easily be modified to exclude intrusions without losing large acreages of the roadless area. However, the boundary would not follow topographic features and would be difficult to manage.

Recommended Wilderness: The level of motorized travel under Alternative 0 is 0.86 miles of routes along the eastern boundary and two small intrusions extending into the northern and western boundaries. The recommended wilderness area is 35,274 acres in size. The Natural Integrity would remain intact, with 100 acres of dispersed camping available. This is 0.28 percent of the recommended wilderness area. Opportunities for solitude would remain high with 4.85 percent of the area not supporting solitude. There are no effects to special features because none exist in the recommended wilderness. The boundary of the area could be modified to exclude the existing routes with less than 100 acres of the being affected. The boundary would not follow topographic features and would be difficult to manage.

Proposed Wilderness Bill: The level of motorized travel under Alternative 0 is 67.58 miles of routes. The area is 115,853 acres in size. The natural integrity would remain intact, with 4,895 acres of dispersed camping available. This is 4.23 percent of the area. Opportunities for solitude would be lessened with 36.14 percent of the area not supporting solitude. This is due to the extent of routes that extend into the interior of the area. There are no effects to special features because none exist in the proposed wilderness bill area as described in the Forest Plan. Modification of the boundary would be difficult to exclude the existing routes. The boundary would not follow topographic features and would be difficult to manage.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 66.36 miles of system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire 139,296 acres within this roadless area would remain closed to cross-country travel and lands contiguous would also be closed except for the acres open for dispersed camping.

The Natural Integrity would remain intact. Alternative 1 designates fewer miles of motorized routes than the no action alternative; this would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 5,045 acres due to existing routes in and outside of the roadless area. All of the acres may not be suitable for dispersed camping due to the ruggedness of the area.

Opportunities for solitude would remain very high with some improvement over the no action alternative due to the reduced number of motorized routes available for motorized use. Cross-country travel will remain closed. Solitude would not be supported on 44,333 acres.

There are no effects to Special features because none exist in the IRA.

Boundaries could not be easily be modified to exclude intrusions without losing large acreages of the roadless area. However, the boundary would not follow topographic features and would be difficult to manage.

Recommended Wilderness: The level of motorized travel under Alternative 1 is 0.31 miles of routes along the eastern boundary. This is 0.55 miles less than Alternative 0. The recommended wilderness area is 35,274 acres in size. The natural integrity would remain intact, with 57 acres of dispersed camping available. This is below the 0.28 percent of the recommended wilderness area in Alternative 0. Opportunities for solitude would remain high with 3.19 percent of the area not supporting solitude. There are no effects to special features because none exist in the recommended wilderness. The boundary of the area could be modified to exclude the existing routes with less than 57 acres of the being affected. The boundary would not follow topographic features and would be difficult to manage.

Proposed Wilderness Bill: The level of motorized travel under Alternative 0 is 62.74 miles of routes. The area is 115,853 acres in size. The natural integrity would remain intact, with 4,653 acres of dispersed camping available. This is 4.02 percent of the area. Opportunities for solitude would be lessened with 34.49 percent of the area not supporting solitude. This is due to the extent of routes that extend into the interior of the area. This is slightly better than Alternative 0. There are no effects to special features because none exist in the proposed wilderness bill area as described in the Forest Plan. Modification of the boundary would be difficult to exclude the existing routes. The boundary would not follow topographic features and would be difficult to manage.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 15.38 miles of system routes. Motorized travel would be allowed on 0.90 miles of unauthorized routes in the roadless area or areas contiguous to the roadless area for a total of 16.28 miles of open motorized routes. The entire 139,296 acres within this roadless area would remain closed to cross-country travel and lands contiguous would also be closed except for the acres open for dispersed camping.

The Natural Integrity would remain intact. The 2014 FSEIS Alternative designates fewer miles of motorized system routes than the no action alternative but adds 0.90 of unauthorized routes. The total miles of open routes is considerably less than the not action alternative. Dispersed camping would be available on only 252 acres due to existing routes in and outside of the roadless area. All of the acres may not be suitable for dispersed camping due to the ruggedness of the area.

Opportunities for solitude would remain excellent with considerable improvement over the no action alternative due to the reduced number of motorized routes available for motorized use. Cross-country travel will remain closed. Solitude would not be supported on 17,916 acres.

There are no effects to Special features because none exist in the IRA.

Boundaries could be modified to exclude many intrusions without losing large acreages of the roadless area. However, the boundary would not follow topographic features and would be difficult to manage.

Recommended Wilderness: There are no motorized routes in the 2014 FSEIS Alternative. This is 0.86 miles less than Alternative 0. The recommended wilderness area is 35,274 acres in size. The natural integrity would remain intact, with 0 acres of dispersed camping available. This is below the 0.28 percent of the recommended wilderness area compared to Alternative 0. Opportunities for solitude would remain high. There would be 232 acres not supporting solitude from motorized routes outside of the recommended wilderness. There are no effects to special features because none exist in the recommended wilderness. The boundary would not follow topographic features and would be difficult to manage.

Wilderness is congressionally designated as non-motorized at the time of designation. There would be no access for cross country travel, no acres available for dispersed camping; the 232 acres not available for solitude would potentially not be available for solitude because the motorized routes are outside of the area.

Proposed Wilderness Bill: The level of motorized travel under Alternative 0 is 14.43 miles of routes. This is 53.15 miles less than Alternative 0. The area is 115,853 acres in size. The natural integrity would remain intact, with 182 acres of dispersed camping available. This is 0.16 percent of the area. Opportunities for solitude would also stay intact with 10.77 percent of the area not supporting solitude. This is a considerable change from the 36.14 percent in Alternative 0. Existing internal routes would not be designated in this alternative. Motorized routes near the northern boundary of the Forest would be closed upon the congressional designation. There are no effects to special features because none exist in the proposed wilderness bill area as described in the Forest Plan. Modification of the boundary could be achieved with a large portion of the area still intact. The boundary would still not follow topographic features and would be difficult to manage.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 17. Boulder-White Clouds Roadless, unroaded and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40128	1.16	1.16	0.81
40156	0.17	0.17	0.17
40168	0.08	0.08	0.08
40410	0.27	0.27	
40475	1.99	1.99	
40476	0.84	0.84	0.84
40477	0.05	0.05	0.04
40502	1.45	1.45	1.45
4051	14.21	14.21	0.45
40621	0.9	0.9	0.9
40713	0.01	0.01	0.01
40714	0.05	0.05	
4095	3.64	3.64	
4178	2.77	2.77	
4179	2.89	2.89	
4180	0.82	0.82	
4181	0.66	0.66	
4182	7.14	7.14	
4183.03	3.94	3.94	
4184.03	0.99	0.99	
4185	3.19	3.19	
4186	4.07	4.07	4.07
4187	6.27	6.27	1.95
4189	4.46	4.46	4.69
4190	1.84	1.47	
4244	4.47		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
4253	2.95	2.95	
Total System Routes	**71.28**	**66.44**	**15.46**
U061917A			0.65
U-LR-F-019			0.06
Total Unauthorized Routes	**0**	**0**	**0.71**
Total Roadless Routes	**71.28**	**66.44**	**16.17**
Unroaded Motorized Routes			
U061917A			0.07
U071926A			0.04
U072030A			0.02
U072020B			0.03
U141-19L			0.15
U141-19NJ			0.11
U-LR-F-019			0.10
U-LR-22			0.10
U-LR-F-128			0.22
UR-LR-A028			0.08
Total Unroaded Routes			**0.92**
Total Motorized Routes			
40128	1.16	1.16	0.81
40156	0.17	0.17	0.17
40168	0.08	0.08	0.08
40410	0.27	0.27	
40475	1.99	1.99	
40476	0.84	0.84	0.84
40477	0.05	0.05	0.04
40502	1.45	1.45	1.45
4051	14.21	14.21	0.45
40621	0.90	0.90	0.90
40713	0.01	0.01	0.01
40714	0.05	0.05	
4095	3.64	3.64	
4178	2.77	2.77	
4179	2.89	2.89	
4180	0.82	0.82	
4181	0.66	0.66	
4182	7.14	7.14	
4183.03	3.94	3.94	
4184.03	0.99	0.99	
4185	3.19	3.19	

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
4186	4.07	4.07	4.07
4187	6.27	6.27	1.95
4189	4.46	4.46	4.69
4190	1.84/0.36	1.47	
4244	4.47/0.19		
4253	2.95	2.95	
Total System Routes	**71.28**	**66.44**	**15.46**
U061917A			0.72
U071926A			0.04
U072020B			0.03
U072030A			0.02
U141-19L			0.15
U141-19NJ			0.11
U-LR-22			0.10
U-LR-A028			0.08
U-LR-F-019			0.16
UR-LR-F-128			0.22
Total Unauthorized Routes	**0.00**	**0.00**	**1.63**
Total Routes	**71.20**	**66.36**	**17.09**
Number of System Routes	26	25	12
Number of U Routes	0	0	10
Total Routes	26	25	22
Routes added to the system	0	0	10

Table A 18. Boulder-White Clouds Recommended Wilderness, unroaded and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total Motorized Routes			
4051	0.31	0.31	
4190	0.36		
4244	0.19		
Total System Routes	**0.86**	**0.31**	**0.00**
Total Unauthorized Routes	**0.00**	**0.00**	**0.00**
Total Routes	**0.86**	**0.31**	**0.00**
Number of System Routes	3	1	0
Number of U Routes	0	0	0
Total Routes	3	1	0
Routes added to the system	NA	0	0

Table A 19. Boulder-White Clouds H.R. 145, unroaded and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total Motorized Routes			
40168	0.08	0.08	0.08
40476	0.84	0.84	0.84
40502	1.45	1.45	1.45
4051	14.21	14.21	0.45
40621	0.90	0.90	0.90
4095	3.64	3.64	
4178	2.77	2.77	
4179	2.89	2.89	
4180	0.82	0.82	
4181	0.66	0.66	
4182	7.14	7.14	
4183.03	3.94	3.94	
4184.03	0.99	0.99	
4185	3.19	3.19	
4186	4.07	4.07	4.07
4187	6.27	6.27	1.95
4189	4.46	4.46	4.69
4190	1.84	1.47	
4244	4.47		
4253	2.95	2.95	
Total System Routes	**67.58**	**62.74**	**14.43**
Total Unauthorized Routes	**0.00**	**0.00**	**0.00**
Total Routes	**67.58**	**62.74**	**14.43**
Number of System Routes	20	19	8
Number of U Routes	0	0	0
Total Routes	20	19	8
Routes added to the system	NA	0	0

[1] The H.R. 145 area boundary was drawn to eliminate some motorized routes outside of the roadless area. The proposed wilderness boundary included these routes in the proposed wilderness. Therefore the miles of motorized routes are not always the same between the roadless area and the proposed wilderness.

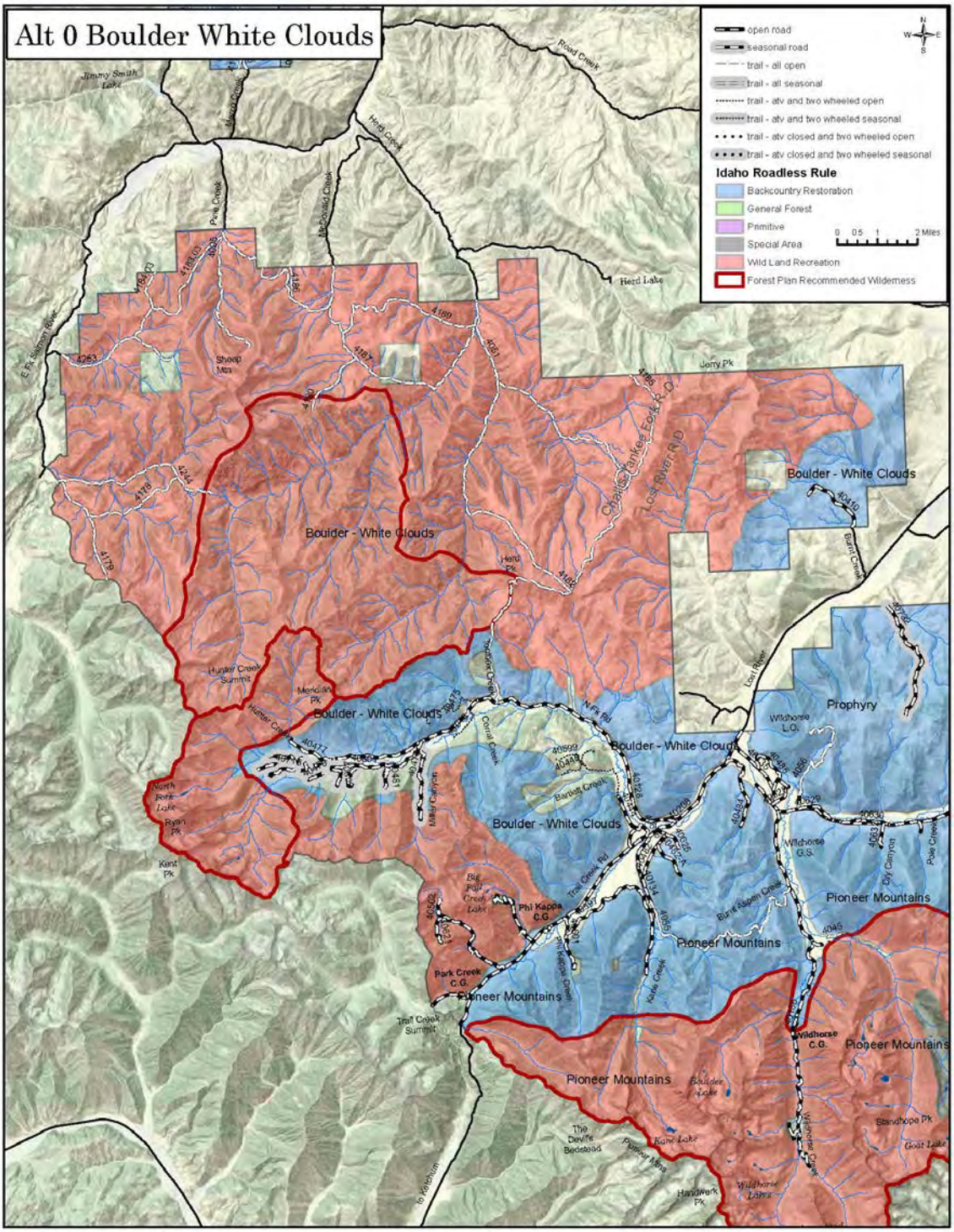

Figure A 10. Boulder-White Clouds Alternative 0

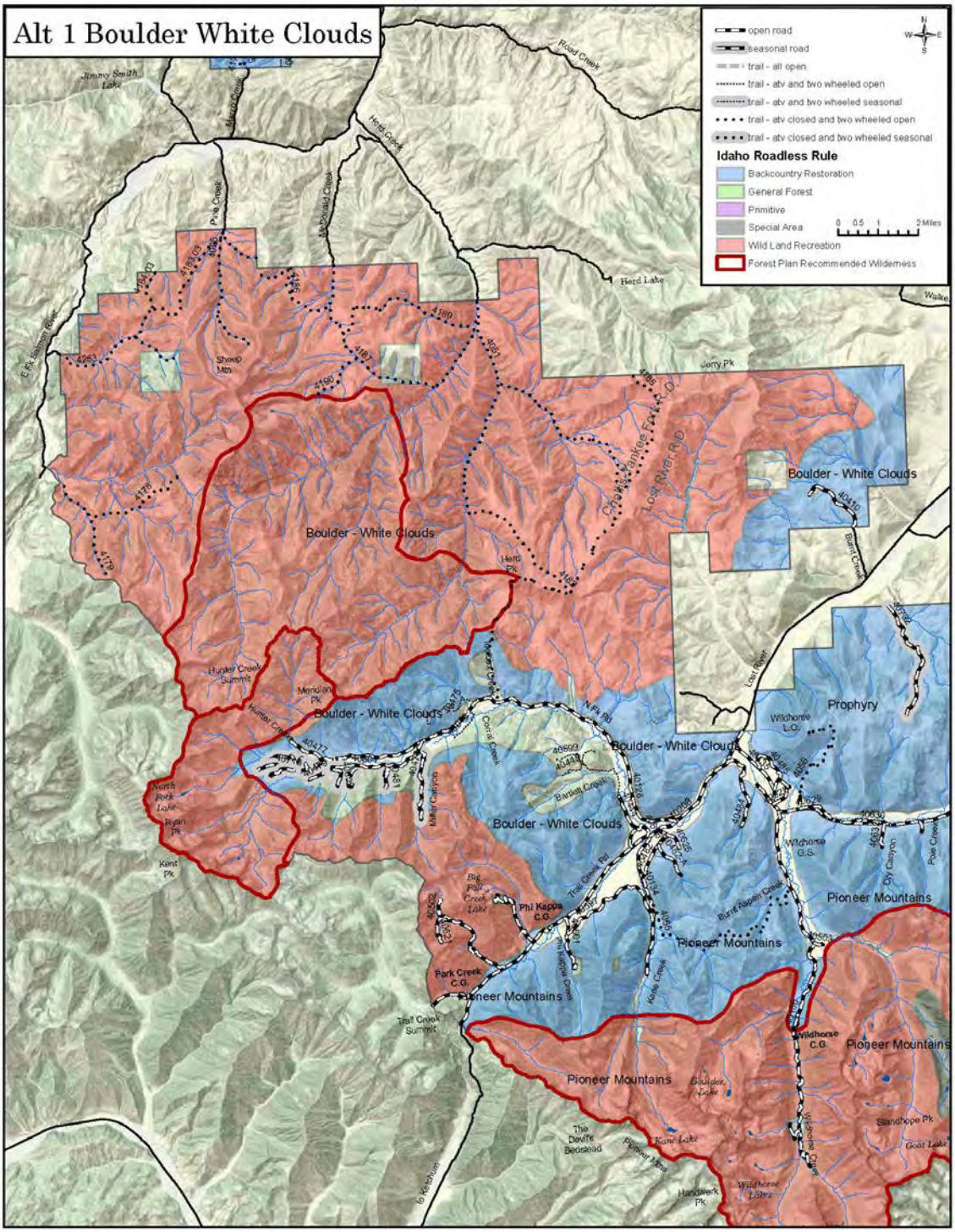

Figure A 11. Boulder-White Clouds Alternative 1

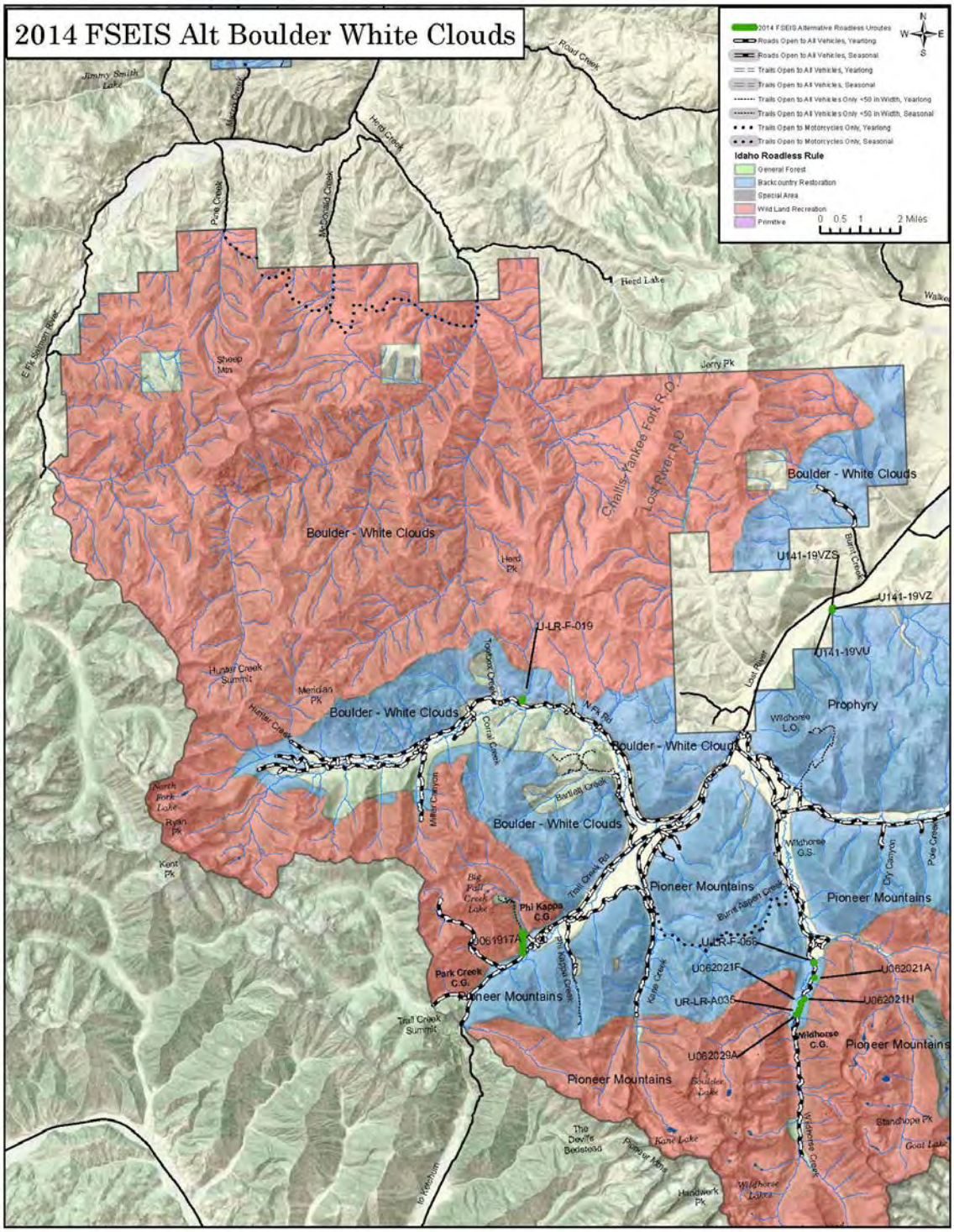

Figure A 12. Boulder-White Clouds 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 17 and Figure A 12.

Table A 20. Boulder-White Clouds roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable/Improving	Short route segment (U-LR-F-019) originating from Upper North Fork Creek Road on a dry sagebrush-grass lower slope of valley bottom. Route accesses dispersed camp spot at mouth of side tributary to North Fork of Big Lost River. Route segment (U061917A) originates from the Trail Creek Road, a major travel road between the Lost River and Wood River Valleys. The route serves as an alternate start to the road leading to Big Fall Creek Lake. It traverses a sagebrush-grass lower slope while skirting the edge of wet meadows associated with side drainage. Localized water and soil effects are likely with route use because of gradient and proximity to meadow areas. Big Lost River is water quality limited stream for sediment and flow alteration. Design criteria minimizes effects from U-LR-F-019 and other routes overall.
Sources of public drinking water	No	Stable	No municipal/public drinking water systems have been designated, but the roadless area is part of the sources of the Big Lost River with agricultural irrigation water withdrawals and domestic groundwater uses for scattered residences and ranchsteads downstream. Water from the Big Lost River is also stored in Mackay Reservoir for irrigation use in the lower valley. No measureable impact from routes on water quality and quantity.
Diversity of plant and animal communities	Yes	Stable/ improving	Sixty species of mammals have been reported within the area with big game animals being common. Unique pockets of whitebark pine occur in the area but not in the immediate vicinity or routes analyzed. The whitebark pine in this area is still free of white pine blister rust, which has infested most other areas in the west. Harassment of wildlife and disturbance of wildlife habitats is minimized because the location of route segments does not contribute to additional impacts already occurring from proximity to public road uses. Minimizing damage to vegetation is addressed primarily through project design features, but U061917A route is locate in close proximity to sensitive areas (meadows).

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable	The area is within the range of the Canada lynx, a threatened species, and lynx has been sighted here. Region 4 sensitive species include gray wolf, fisher, pygmy rabbit, bighorn, bald eagle, peregrine falcon, northern goshawk, three-toed woodpecker, sage grouse, flammulated owl, boreal owl and great gray owl and habitat for wolverines, Townsend big-eared bat, and spotted frogs. The Big Lost River whitefish is a sensitive fish species found in the Big Lost River drainage. White Cloud milkvetch (*Astragalus vexilliflexus nubilus*), pointed draba (*Draba globosa*), and wavy-leaf helypody (*Thelypodium repandum*), three sensitive plant species occur in this roadless area. Whitebark pine, also a sensitive species, occurs in the area but not in the vicinity of routes analyzed.
Primitive and semi-primitive classes of recreation	Yes	Stable/degrading	Opportunities for solitude are very high and for primitive recreation are outstanding. Opportunities for solitude are reduced on the Big Lost River portion of the area due to the ease of public access and high hunter use in the fall. U-LR-F-019 route located in Backcountry/restoration management classification has minimal effect on characteristics due to location near area perimeter and existing roads. U061917A route is also near the area perimeter but located in Wild Land Recreation management classification (same protections as Forest Plan recommended wilderness) and proposed wilderness legislation area. This route diminishes the semi-primitive opportunity of this location.
Reference landscapes for research study or interpretation	No	Stable	Castle Peak, Boulder Peaks, White Clouds Peaks, and numerous high mountain lakes are special features to the area. An estimated 34,700 acres area has been proposed to be established as a special management corridor to protect the outstandingly remarkable values of the roadless area. Routes analyzed would not affect this special corridor.
Landscape character and integrity	No	Stable	As a whole, the area has very high natural integrity, showing little impact by man. The apparent naturalness is extremely high. The Big Lost River drainage portion, outside of the main high peaks area, has a moderate level of natural integrity and appearance. Portions of the roadless area are recommended wilderness in Forest Plans for the Boise, Sawtooth and Challis National Forests. These recommended portions and additional contiguous Boulder-White Cloud roadless area plus adjoining BLM Wilderness Study Areas have been part of proposed wilderness legislation (CIEDRA) for more than a decade. Analyzed routes are unlikely to affect this legislation.
Traditional cultural properties and sacred sites	No	Stable	Cultural resource site sensitivity is rated as low. No impacts anticipated.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Other locally unique characteristics	No	Stable	Approximately 12 segments of area streams and rivers totaling 87 miles are eligible for Wild and Scenic River designation. Routes analyzed would not affect these eligible rivers.

Cold Springs Roadless Area (8,929 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered in the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis, some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Cold Springs Roadless Area was assigned to Management Area 25, Antelope Creek (8,929 acres). Motorized routes are located in this management area.

- 25 Antelope Creek - Maintain the varied vegetational diversity and quality, providing good wildlife and fisheries habitat and a wide spectrum of dispersed recreation opportunities.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

There are no system motorized routes in the Cold Springs Idaho Roadless Area. There are 7.89 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area with 171 acres being open to cross-country travel in the previous travel plan.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Cold Springs Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 21. Motorized route miles in Idaho Roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (8,929 acres)	System Routes	0.00	0.00	0.00
	U Routes	0.74	0	0.10
Total Miles		0.74	0.00	0.10

Unroaded Lands: There are unroaded lands contiguous to the Cold Springs Idaho Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 23). A total of 0.74 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Cold Springs Roadless Area is located approximately 35 road miles south of Mackay, 20 road miles west of Arco and is on the Lost River Ranger District. The area is bordered by roads, some of which parallel the roadless area boundary or provide access into the roadless area.

The area is characterized by rolling ridges, benches, and deep rocky canyons. Sagebrush-grass is the predominant vegetation community, interspersed with timber stands of Douglas-fir and Engelmann spruce. The spruce occurs on north slopes, flat benches, and stream bottoms. The area is classified as a sagebrush steppe ecosystem. The moderate vegetation diversity supports habitat for mule deer, elk, and pronghorn antelope.

Natural Integrity (Natural and Undeveloped): The Cold Springs Roadless area contains 7.89 miles of existing unauthorized motorized routes in the roadless area and the lands contiguous to the area. 171 acres was open to cross-country travel in the previous travel plan. Natural integrity is low because of mining, range, improvements, and roads.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunity for primitive recreation is limited and solitude is also limited because of motorized recreation. Challenging experience includes winter sports.

Special Features: There are no special features in this roadless area

Manageability: This relatively small roadless area can be reached on all sides by dirt and gravel roads. Along with this easy means of access to the area by vehicle, the area is defined by a boundary that doesn't follow any natural topographical features. These two conditions would make management of this area as a wilderness difficult.

Environmental Effects

Table A 22. Direct/indirect effects comparison of alternatives

Cold Springs Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		8	0	3
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	171	0	0
	Miles of System Routes	0.00	0.00	0.00
	Miles of U Routes	1.00	0.00	0.57
	Total Miles of Routes	1.00	0.00	0.57
	Acres of Dispersed Camping	250	121	112
Solitude	Acres Not Supporting Solitude	2,832	2,560	2,580
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		This area would be difficult to manage as wilderness		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition in this area. One mile of unauthorized routes would be the only routes open to motorized use in the area. This is 6.89 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The 171 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. Boundaries could be modified to exclude these intrusions with little effect to the wilderness attributes.

Opportunities for solitude would remain limited due to the small size of the roadless area that is surrounded by roads. In addition, boundaries do not follow natural topographic features, so management would remain difficult.

Direct/ Indirect Effects of Alternative 1

No system routes or unauthorized routes would be available for motorized use in the roadless area. No unauthorized routes would be available for motorized use in areas contiguous to the roadless area. The 171 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would likely remain low due to previous mining, range, improvements and roads, however, closing the unauthorized routes in the roadless area may slightly improve the natural and undeveloped character of this area. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 121 acres along the boundary of the roadless area due to existing routes outside of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping.

The opportunity for solitude would be enhanced slightly as no motorized use would occur in the roadless area, motorized use and associated impacts to solitude would still occur along the boundary of the relatively small roadless area. 2,560 acres along existing routes outside of the roadless area would not support solitude in the roadless area.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Boundaries would be difficult to modify and management would remain difficult.

Direct/ Indirect Effects of the 2014 FSEIS Alternative

Three small segments of existing unauthorized route (.57 miles) would be the only motorized routes being added to this area. The 171 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effects from motorized travel.

The Natural Integrity would likely remain low due to previous mining, range, improvements and roads; however, closing all except .57 miles of the unauthorized routes in the roadless area may slightly improve the natural and undeveloped character of this area. Future effects would be

minimized by closing the area to cross-country travel. Dispersed camping would be available on 112 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping.

The opportunity for solitude would be enhanced slightly as motorized use would be reduced in the roadless area, motorized use and associated impacts to solitude would still occur along the boundary of the relatively small roadless area. 2,580 acres along existing routes outside of the roadless area would not support solitude in the roadless area.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Boundaries would be difficult to modify and management would remain difficult.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 23. Cold Springs roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
U042324A	0.07		
U042327D	0.05		0.10
U141-19TP	0.40		
U141-19TQ	0.03		
U141-19TR	0.05		
U141-19TS	0.14		
Total Unauthorized Routes	0.74	0.00	0.10
Unroaded Motorized Routes			
U032303A			0.07
U032311A			0.30
U042324A	0.03		
U042327A	0.04		
U042327D	0.09		0.10
U141-19UE	0.10		
Total Unroaded Routes	0.26	0.00	0.47
All Unroaded = 0.74			
Total Motorized Routes			
U032303A			0.07
U032311A			0.30
U042324A	0.10		
U042327A	0.04		
U042327D	0.14		0.20
U141-19TP	0.40		
U141-19TQ	0.03		
U141-19TR	0.05		
U141-19TS	0.14		
U141-19UE	0.10		
Total Routes	1.00	0.00	0.57
Number of System Routes	0	0	0
Number of U Routes	8	0	3
Total Routes	8	0	3
Routes added to the system	NA	0	3

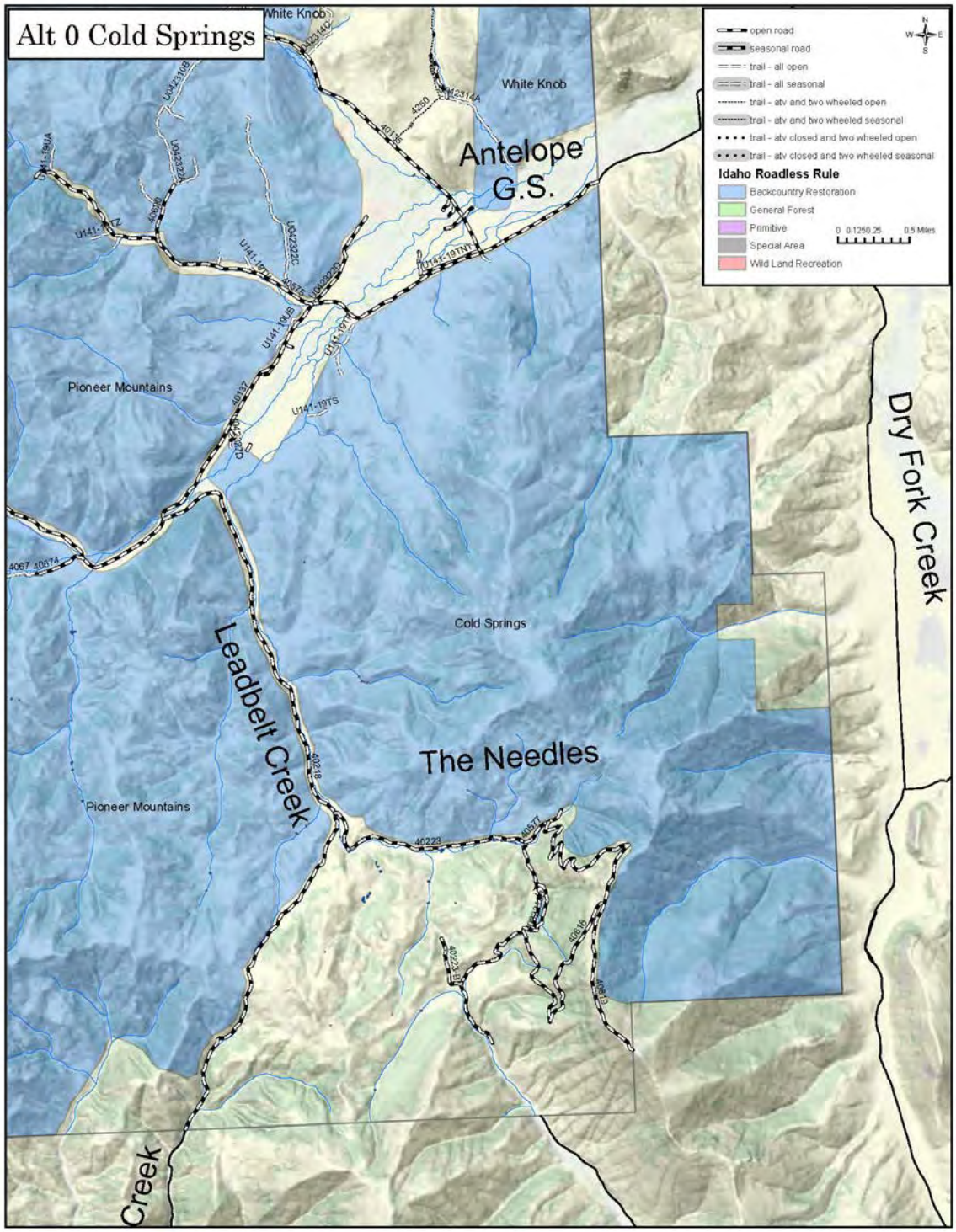

Figure A 13. Cold Springs Alternative 0

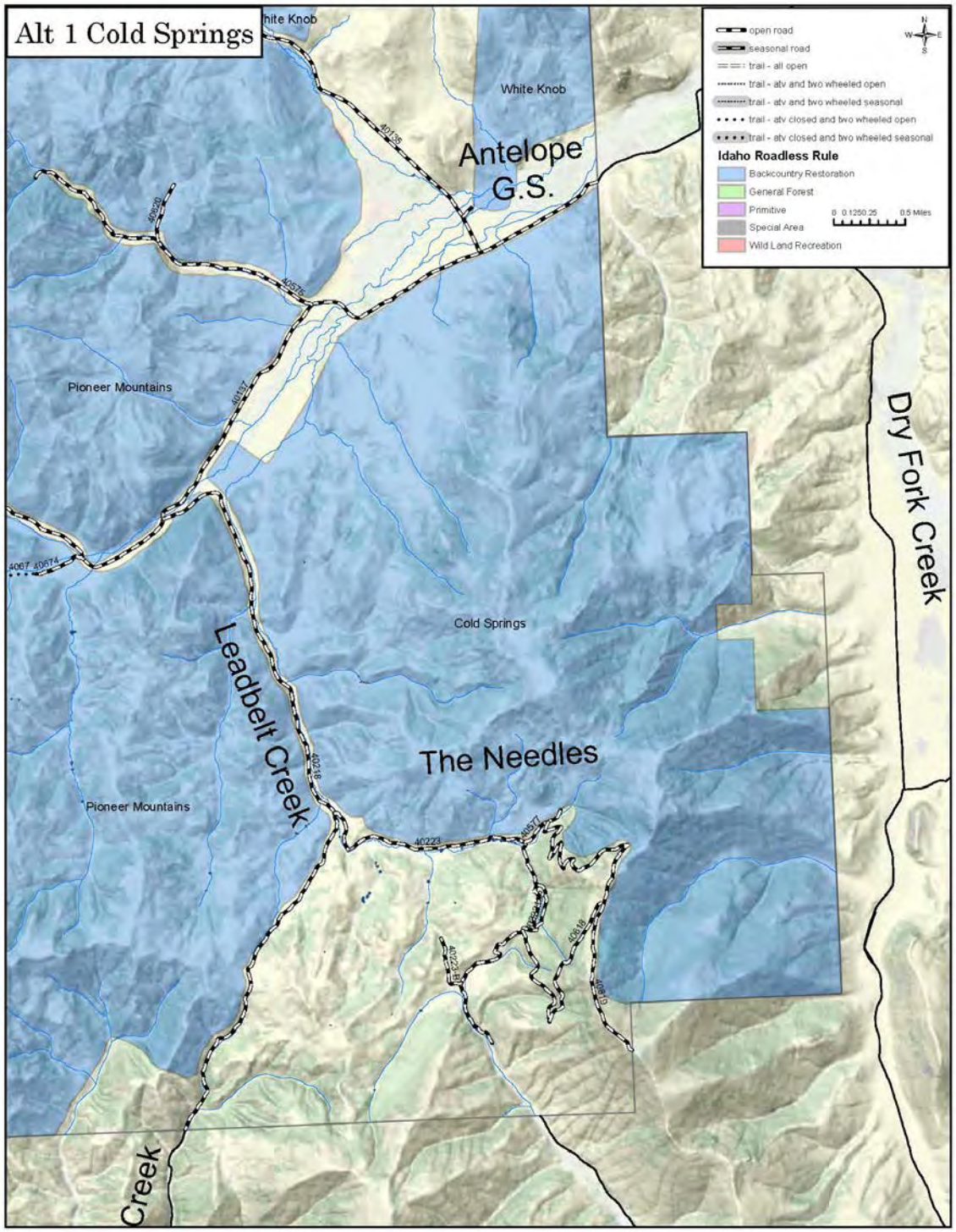

Figure A 14. Cold Springs Alternative 1

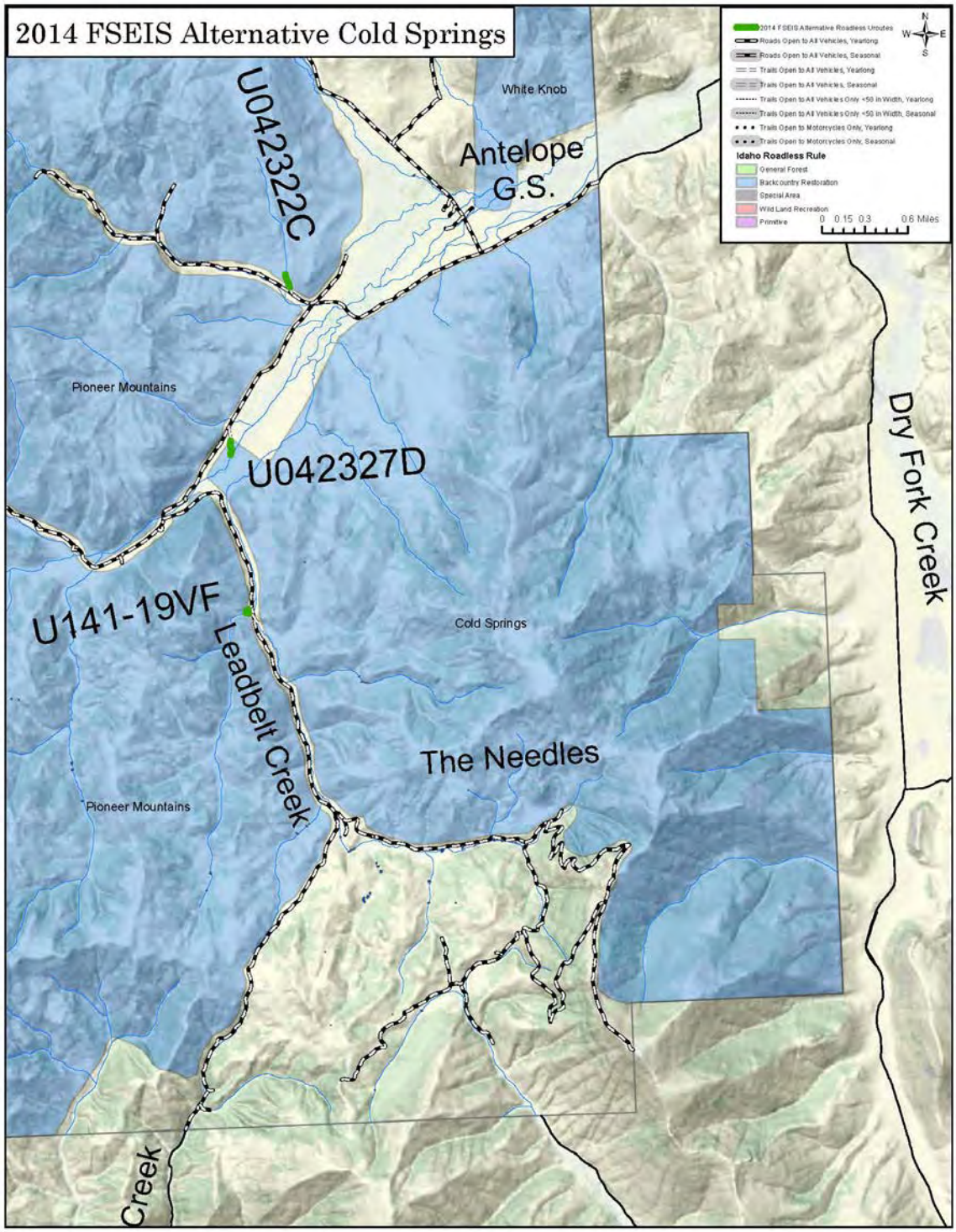

Figure A 15. Cold Springs 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 23 and Figure A 15.

Table A 24. Cold Springs roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Short route segment originating from Antelope Creek Road on dry bench on private lands. Route accesses dispersed camp spot on edge of deciduous vegetated riparian zone along Antelope Creek. Antelope Creek is water quality limited stream for sediment and flow alteration. Design criteria minimize effects from route.
Sources of public drinking water	No	Stable	No municipal/public drinking water systems have been designated, but the roadless area is part of the sources of Antelope Creek with substantial development adjacent and downstream. Agricultural irrigation water withdrawals and domestic groundwater uses for scattered residences and ranchsteads are present through the length of the drainage downstream. No impact from route
Diversity of plant and animal communities	No	Stable	Harassment of wildlife and disturbance of wildlife habitats is minimized because the location of this short segment route does not contribute to additional impacts already occurring from proximity to private lands, human occupation and public road uses. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	No	None	Region 4 sensitive species include gray wolf and spotted frog. No impact to these species from route analyzed.
Primitive and semi-primitive classes of recreation	No	Stable	Opportunity for primitive recreation is limited and solitude is also limited because of motorized recreation and proximity to human habitation and public roads along Antelope Creek drainage. Analyzed route does not impact existing condition.
Reference landscapes for research study or interpretation	No	Stable or None	Landscapes in this roadless area are typical of this vicinity of Central Idaho with broad, relatively flat valley bottom with sagebrush-grass covered benches surrounding Antelope Creek. No impact.
Landscape character and integrity	No	Stable or None	Natural integrity is low because proximity to roads, private land and agricultural activities along Antelope Creek. No impact

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Traditional cultural properties and sacred sites	No	Stable or None	Prehistoric archeological sites have been identified in the area, but site significance or impacts unknown. No impact anticipated from route analyzed.
Other locally unique characteristics	No	None	No Impact

Copper Basin Idaho Roadless Area (10,945 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Copper Basin Roadless Area was assigned to Management Area 11 Pioneer Mountains (10,945 acres). All motorized routes are located in this management area.

- 11 Pioneer Mountains – The management area will remain essentially unchanged and undeveloped. Dispersed recreation activities and opportunities will dominate the management strategy. Highly productive range lands will be intensively managed. That portion of the area proposed as Wilderness will remain in the natural condition.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

The Copper Basin Idaho Roadless Area contains 14.64 miles of motorized routes. There are 1.22 miles of system routes and 13.42 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Copper Basin Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 25. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (10,945 acres)	System Routes	1.22	1.22	0
	U Routes	0	0	3.88
Total Miles		1.22	1.22	3.88

Unroaded Lands: There are unroaded lands contiguous to the Copper Basin Idaho Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 27). A total of 0.64 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Copper Basin Roadless Area is located on the Lost River Ranger District, 15 miles southwest of Mackay, Idaho. It is surrounded by seasonal roads. Although none enter the roadless area, there are several vehicle tracks that cut across.

The topography of the area is characterized by rolling sagebrush grasslands with some small, scattered patches of Douglas-fir and lodgepole pine along the western and southwestern edge. This area is a sagebrush steppe ecosystem. The vegetative diversity supports habitat for pronghorn antelope and sage grouse. There are some glacial potholes in the area.

Natural Integrity (Natural and Undeveloped): The Copper Basin Roadless Area contains a total of 14.64 miles of existing motorized routes in the inventoried roadless area consisting of 1.22 miles of system routes and 13.42 miles of unauthorized routes, and there are 0.64 miles of unauthorized routes on lands contiguous to the roadless area. Motorized restrictions were in place in the entire roadless area in the previous travel plan. Natural integrity of the area is low due to grazing and proximity of roads.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunity for primitive recreation and solitude is very limited. Challenging experience includes winter sports. Motorized routes form the boundary of this entire roadless area. These routes provide access for game bird and antelope hunting. Opportunities for solitude are limited by the small size of the roadless area and the proximity of roads along all boundaries.

Special Features: Special features include glacial potholes. Three eligible Wild and Scenic River Segments are in the boundaries of this area. They include Star Hope Creek, Muldoon Creek, and Lake Creek. A segment of the East Fork Big Lost River eligible Wild and Scenic River runs just outside of the northeastern boundary of the roadless area.

Manageability: None of the area boundary coincides with topographic features; instead, it is defined by three roads intersecting to form a loop. The small size and easy accessibility simplifies traversing the area for management purposes. The area will be available for wilderness evaluation in the future.

Environmental Effects

Table A 26. Direct/indirect effects comparison of alternatives

Copper Basin Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		1	1	11
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	1.22	1.22	0.00
	Miles of U Routes	0.00	0.00	4.50
	Total Miles of Routes	1.22	1.22	4.50
	Acres of Dispersed Camping	471	471	654
Solitude	Acres Not Supporting Solitude	6,518	6,519	6,395
Special Features and Values	Routes Affecting Special Features Star Hope Creek EWSR Muldoon Creek EWSR Lake Creek EWSR	Star Hope Creek: 40518 Muldoon Creek: none Lake Creek: none	Star Hope Creek: 40518 Muldoon Creek: none Lake Creek: none	Star Hope Creek: 40518, U052102B, U052110B, U062123B, U062126C, U062126E, U062135A, U60-03L, U-LR-F-075 Muldoon Creek: U052123A Lake Creek: U-LR-F-069, U052113A
Manageability		Stays the same		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing conditions in this area. 1.22 miles of system routes would be open to motorized use and no unauthorized routes would be available. This is 14.64 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The area would remain closed to cross-country travel, helping to protect the wilderness attributes from future effect from motorized travel. The 1.22 miles of existing route limits the solitude into the center of the roadless area with 6,518 acres not being available for solitude.

Direct/ Indirect Effects of Alternative 1

Motorized travel would be allowed on 1.22 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire area would remain closed to cross-country travel and lands contiguous

would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low due to grazing and proximity of roads along the boundaries; however the closure of all unauthorized routes would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 471 acres along designated routes both in the roadless area and along the boundary that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping.

The effects from motorized routes along the boundaries of this small area would continue to limit opportunities for solitude. 6,519 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. The boundary roads provide access for primitive recreation activities such as game bird and antelope hunting.

The Star Hope Creek EWSR – recreational corridor runs along the western boundary of the roadless area. A portion of one system route is in this river corridor. This segment is an eligible "recreational" river segment where road access is compatible with the designation. The Lake Creek EWSR – recreational corridor and Muldoon Creek – scenic corridor cross the southern tip of the roadless area, and the East Fork Big Lost River EWSR – recreational corridor runs just outside of the north eastern boundary. The system roads that surround the roadless area are in the EWRS river corridors.

Boundaries would not change and unroaded areas would remain the same. The existing system routes that form the boundaries of the area simplify access for both management of the area and recreation.

Direct/ Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 4.5 miles of unauthorized routes. The locations of these routes along the boundary help improve the wilderness attributes from Alternative 0. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low due to grazing and proximity of roads along the boundaries; allowing use of the 4.5 miles of unauthorized routes would contribute slightly to the impacts on the natural and undeveloped character of the area. Dispersed camping would be available on 654 acres along designated routes both in the roadless area and along the boundary that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping.

The effects from motorized routes in and along the boundaries of this small area would continue to limit opportunities for solitude. 6,395 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. The additional designated routes in the 2014 FSEIS Alternative provide additional access for primitive recreation activities such as game bird and antelope hunting.

The Star Hope Creek EWSR – recreational corridor runs along the western boundary of the roadless area. Portions of one system route and eight unauthorized routes are in this river corridor. The Lake Creek EWSR – recreational corridor and Muldoon Creek – scenic corridor cross the southern tip of the roadless area. Portions of two unauthorized routes are in the Lake

Creek corridor and one unauthorized route is in the Muldoon Creek corridor. These segments are eligible “recreational” and “scenic” river segment where road access is generally compatible with the designation. The East Fork Big Lost River EWSR – recreational corridor runs just outside of the north eastern boundary. The system roads that surround the roadless area are in the EWRS river corridors.

Boundaries would not change and unroaded areas would remain the same. The existing system routes that form the boundaries of the area simplify access for both management of the area and recreation.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 27. Copper Basin roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40412	1.22	1.22	
Total System Routes	1.22	1.22	0
U052102B			0.12
U052110B			0.95
U052113A			0.04
U052123A			0.74
U062123B			0.74
U062126C			0.12
U062126E			0.46
U062135A			0.3

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U60-03L			0.27
U-LR-F-069			0.05
U-LR-F-075			0.07
Total Unauthorized Routes	0	0	3.88
Total Routes	1.22	1.22	3.88
Unroaded Motorized Routes			
U052102B			0.07
U052110B			0.05
U052113A			0.02
U052123A			0.06
U062123B			0.03
U062126C			0.14
U062126E			0.20
U062135A			0.03
U60-03L			0.03
U-LR-F-075			0.01
Total Unroaded Routes	0.00	0.00	0.64
Total Motorized Routes			
40412	1.22	1.22	
Total System Routes	1.22	1.22	0.00
U052102B			0.19
U052110B			1.00
U052113A			0.06
U052123A			0.80
U062123B			0.77
U062126C			0.26
U062126E			0.66
U062135A			0.33
U60-03L			0.30
U-LR-F-069			0.05
U-LR-F-075			0.08
Total Unauthorized Routes	0.00	0.00	4.50
Total Routes	1.22	1.22	4.50
Number of System Routes	1	1	0
Number of U Routes	0	0	11
Number Total Routes	1	1	11
Number Routes added to the system	NA	0	11

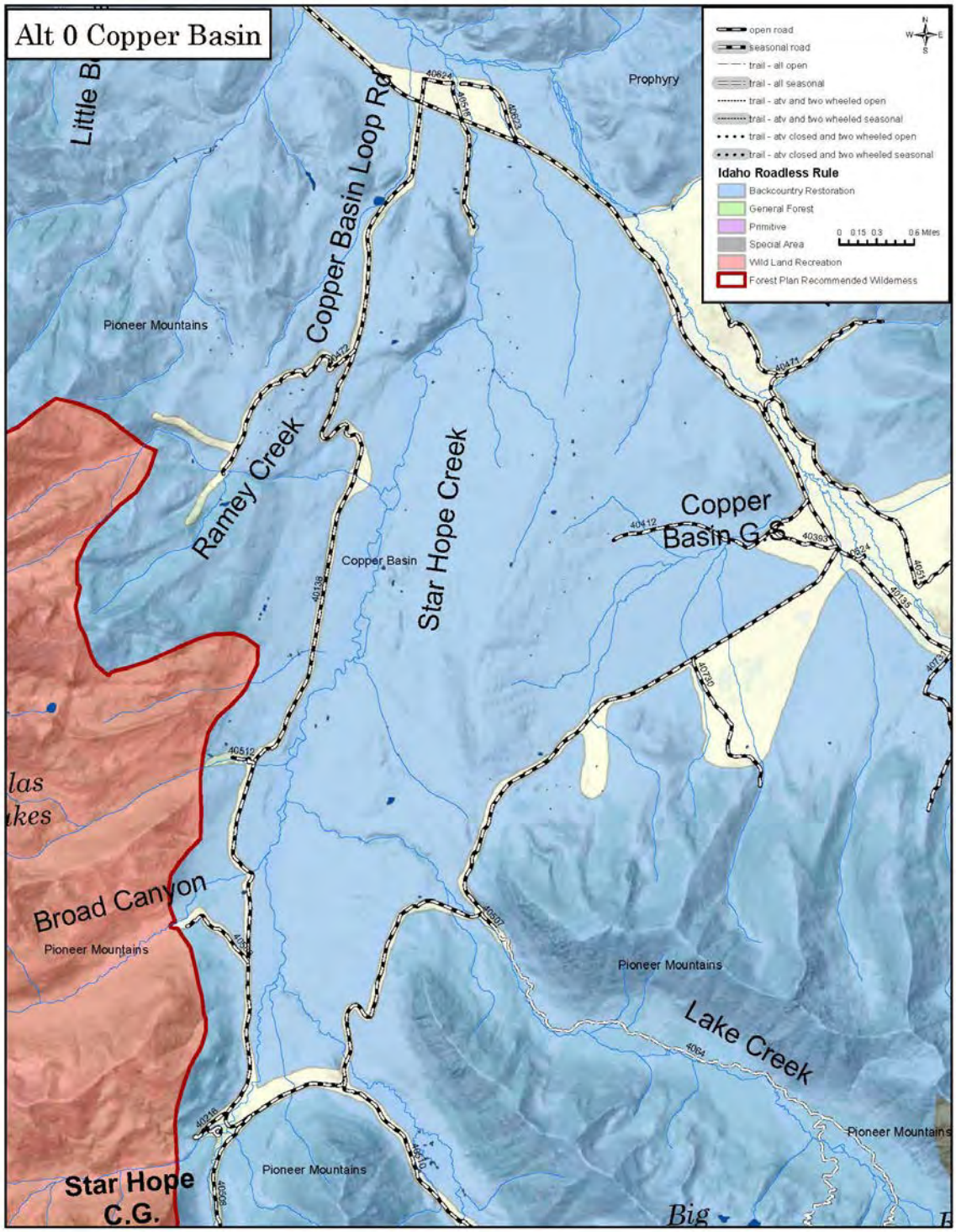

Figure A 16. Copper Basin Alternative 0

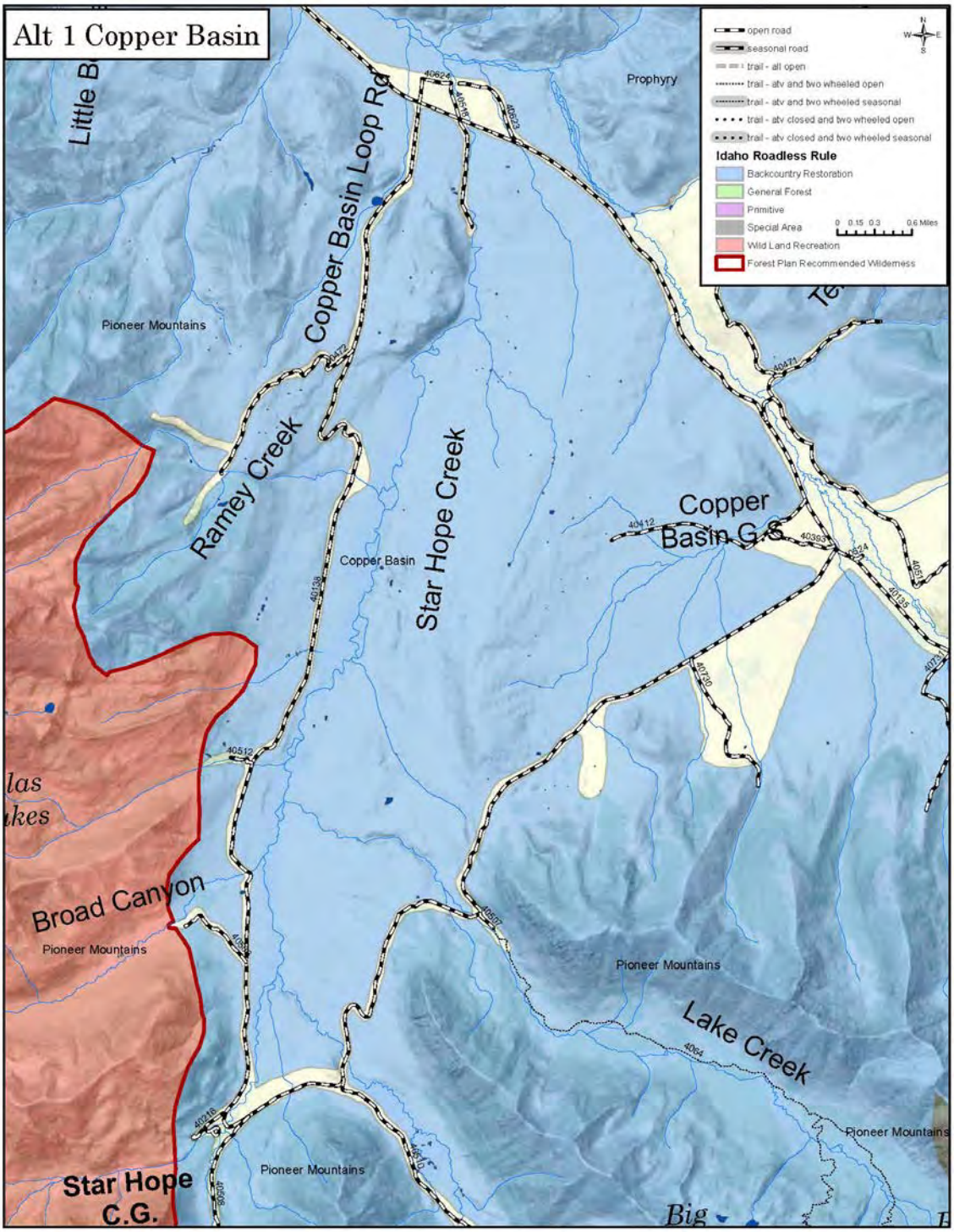

Figure A 17. Copper Basin Alternative 1

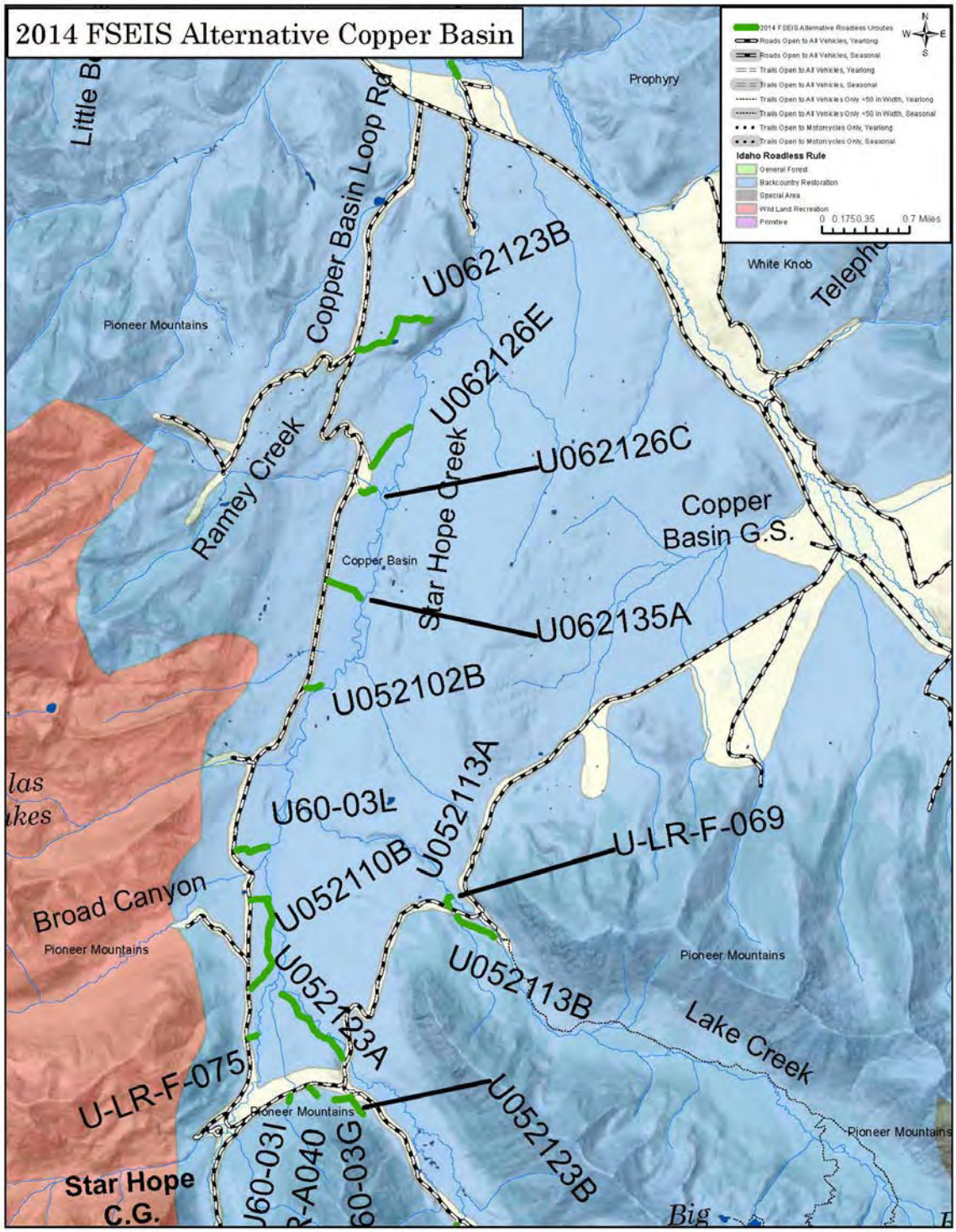

Figure A 18. Copper Basin 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 27 and Figure A 18.

Table A 28. Copper Basin roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving	The Forest minimized damage to soil and watershed by complying with Forest Plan (FP) direction and management area standards for protecting or improving soil productivity and water quality. Motorized route density, which includes both roads and motor vehicle trails, has been reduced. The Preferred Alternative reduces route density and the number of number of routes within 300 feet of streams when compared to other alternatives. No water quality limited streams in roadless area. No impacts occurring to water quantity and quality where diverted or utilized downstream for private land agriculture irrigation systems along East Fork Big Lost River and Big Lost River.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	Yes	Improving	The vegetation diversity of this roadless area provides habitat for primarily for pronghorn antelope and sage grouse. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Improving	The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species present or with potential habitat include gray wolf, pygmy rabbit, bald eagle, peregrine falcon, sage grouse, and spotted frogs. Habitat for cutthroat trout and Big Lost River whitefish, sensitive species, may also occur in streams of the roadless area. There are no threatened, endangered or sensitive plants known in this roadless area. Impacts to TES species from routes analyzed are minimal.
Primitive and semi-primitive classes of recreation	No	Stable or None	Routes originate on perimeter roads surrounding the roadless area, and are primarily used for access to a seasonal cow camp, dispersed camping and recreational uses (fishing and hunting) along Star Hope Creek and its tributaries. Multiple vehicle routes previously existed crisscrossing this area. The central core of roadless areas is currently unimpacted by motorized use. Opportunity for primitive recreation and solitude is very limited. Challenging experience includes winter sports.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Reference landscapes for research study or interpretation	No	Stable or None	Special features include glacial potholes. No impact to these elements and features for routes analyzed.
Landscape character and integrity	No	Stable/Improving	Natural integrity of the area is low due to grazing and proximity of seasonal roads which surround the roadless area. The topography of the area is characterized by rolling sagebrush grasslands. Routes that are intrusions into the area are primarily on the west and south sides of Star Hope Creek and are not visible core of the roadless area. There are no scenic landmarks within the area.
Traditional cultural properties and sacred sites	No	Stable or None	There are some prehistoric archeological sites in the roadless area, but no formal surveys have been conducted, making cultural resource significance hard to determine. No impact anticipated.
Other locally unique characteristics	Yes	Stable/degrading	Eligible Wild and Scenic River Segments are within the boundaries of this area. They include Star Hope Creek, Muldoon Creek, and Lake Creek. Routes on these creeks may be impacting characteristics of these eligible segments due to presence within streamside management corridors.

Diamond Peak Roadless Area (78,654 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Diamond Peak Roadless Area was assigned to Management Areas 14, South Lemhi (85,748 acres) and 22 Sawmill Canyon (5 acres). The five acres in South Canyon could be considered a mapping error, but will be included in the analysis of this roadless area. Motorized routes are located in these management areas.

- 14 South Lemhi – This management area will remain essentially undeveloped.
- 22 Sawmill Canyon – The Management area will provide a mix of resource activities and opportunities primarily in the resource of wildlife, range, timber, minerals and dispersed recreation. Management will emphasize dispersed recreation opportunities, enhancement of wildlife habitat, timber production, and minerals activities.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

The Diamond Peak Idaho Roadless Area contains 24.78 miles of motorized routes. There are 2.78 miles of system routes and 22.0 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Diamond Peak Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 29. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (76,080 acres)	System Routes	2.78	1.95	4.33
	U Routes	0.00	0.00	2.45
Special Area (2,574 acres)	System Routes	0.00	0.00	0.00
	U Routes	0.00	0.00	0.00
Total Miles		2.78	1.95	6.78

Unroaded Lands: There are unroaded lands contiguous to the Diamond Peak Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 31). A total of 1.45 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Diamond Peak Roadless Area is located on the Challis portion of the Salmon-Challis National Forest and on the Targhee portion of the Caribou-Targhee National Forest. The area on the Challis portion consists of the west slope of the south half of the Lemhi Range. It extends from the Warm Springs Road to East Canyon. Access to the area is via numerous low standard dirt roads originating from Idaho Highway 22, a paved road. Several of these roads extend into the roadless area. The Targhee portion of this roadless area consists of the east slope of the south half of the Lemhi Mountains. Access to this eastern portion is via Idaho State Highway 28 and several low standard roads. The Bureau of Land Management Black Canyon Wilderness Study Area adjoins the south border of the roadless area.

There are six intrusions along the western boundary. They are very short sections of roads which are part of the Forest transportation system. They are located at "Y" Springs, Black Creek, Cedar Run Canyon, Fowler Springs, Camp Creek, and South Creek. Primitive roads extend for short distances into the roadless area in many of the major drainages along the eastern boundary. Davis Canyon, Mammoth Canyon, Bell Mountain Canyon Meadow Canyon, North Fork of Pass Creek, Surrett Canyon, Tyler Canyon, Bartel Canyon, Deer Canyon, Cedar Canyon, and the South Fork of Kyle Canyon all contain primitive roads which penetrate a short distance into the roadless area. Trails are limited. Non-motorized trails are in Bell Mountain Canyon, Rocky Canyon, and Meadow Canyon. The only established motorized trail extends from Birch Creek to the Little Lost River through Pass Creek. A primitive trail also exists in Rocky Canyon.

The Lemhi Range is a long narrow range of mountains that are much more typical of the Great Basin Ranges than they are of the Northern Rocky Mountains with which they are associated. Elevation of the area ranges from about 6,000 feet to 12,197 feet at the summit of Diamond Peak, which is the third highest peak in Idaho. Eastern slopes rise sharply from the Birch Creek Valley, eventually giving away to barren rock and talus slopes. Numerous canyons with rugged, steep rocky slopes dissect the mountain range. The western half drains into the Little Lost River. Some of the outstanding geologic features include a large cave at the head of Bunting Canyon, a well-developed rock glacier on Diamond Peak, and several small arches in East and Middle Canyon.

The area has considerable barren rock and is sparsely vegetated. The lower south-facing slopes are covered with mountain mahogany, sagebrush, and patches or stringers of Douglas-fir and limber pine, with scattered lodgepole pine. Vegetation is very sparse in the higher elevations. The two major ecosystems in the area are the sagebrush-steppe and the Douglas fir, limber pine forest.

The area includes roughly 29,500 acres of Recommended Wilderness on the Caribou-Targhee portion of the roadless area and therefore holds a high level of roadless characteristics.

Natural Integrity (Natural and Undeveloped): The Diamond Peak Roadless Area contains a total of 24.78 miles of motorized routes in the roadless area consisting of 2.78 miles of system

routes and 22.00 miles of unauthorized routes, and 1.45 miles of unauthorized routes are located on the lands contiguous to the area.

Motorized restrictions were in place in the entire roadless area in the previous travel plan. There are opportunities to improve both the natural integrity and apparent naturalness through boundary modification to remove evidence of vegetative manipulation and range improvement. Influences on natural integrity by physical developments are low; influences on apparent naturalness is very low. Few developments exist. Primitive roads penetrate only short distances into the area, maintaining natural integrity and naturalness.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunity for primitive recreation and solitude is very good. Challenging experiences include technical and non-technical climbing and cross-country travel. The high country is barren; canyons and associated vegetation help screen Idaho Highway 28. Many peaks (especially Bell, Tyler, Diamond and Saddle) require technical climbing skills during fall, winter and spring. Cover and water are absent. The roads along the western boundary of the area provide access for recreation activities including big game hunting, rock hounding, backpacking, horseback riding, trail biking, rock climbing, and use of four-wheel drive vehicles. Most use occurs during the big game hunting seasons.

Special Features: Special features include high peaks, rock glacier caves, arches, and rock formations. The Meadow Creek Research Natural Area (300 acres) and the Middle Canyon Research Natural Area (2,300 acres) can be found in this roadless area.

Manageability: Management needs to be coordinated with the Bureau of Land Management. Boundaries are fairly well defined. The large size of the area enhances wilderness characteristics. Continuity with the Lemhi Roadless area on the Salmon-Challis National Forest increases its size.

Environmental Effects

Table A 30. Direct/indirect effects comparison of alternatives

Diamond Peak Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		10	8	14
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	2.78	1.95	4.16
	Miles of U Routes	0.00	0.00	3.39
	Total Miles of Routes	2.78	1.95	7.55
	Acres of Dispersed Camping	659	589	298
Solitude	Acres Not Supporting Solitude	16,555	15,113	18,043
Special Features and Values	Routes Affecting Special Features Meadow Creek RNA Middle Canyon RNA	None	None	None
Manageability		Stays the same		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs slightly from the existing condition in this area. Motorized use would be open on 2.78 miles, and no unauthorized routes would be available. This is 22 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The entire area would remain closed to cross-country travel, helping to protect the wilderness attributes from future effect from motorized travel. Boundaries could be modified to remove evidence of vegetative manipulation and range improvement; this would enhance the areas natural and undeveloped characteristics.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 1.95 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact; the system roads penetrate only short distances into the area, maintaining the natural and undeveloped characteristics in the interior of the area. The impacts from designated routes would be slightly less than in the No Action alternative since fewer miles would be designated. Dispersed camping would be available on 589 acres along designated routes both in the roadless area and along the boundary that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping due to steep terrain and lack of vegetative cover.

The effects to solitude from motorized routes along the western boundary of this area would be minor since they only penetrate the area a short distance, the terrain is steep and rugged, and the area is fairly large. 15,113 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. The roads along the boundary and in the roadless area provide access for primitive recreation activities including big game hunting, rock hounding, backpacking, horseback riding, trail biking, rock climbing, and use of four-wheel drive vehicles. Most use occurs during the big game hunting seasons.

The Meadow Creek and Middle Canyon Research Natural Areas are located in the roadless area. No impacts are anticipated to these areas since no routes pass through or near these areas.

Boundaries would not change and unroaded areas would remain the same.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 4.33 miles of existing system routes and 3.90 miles of unauthorized routes. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The 2014 FSEIS Alternative has more potential to impact the natural integrity and undeveloped character of the area since more miles of motorized routes would be designated. The Natural Integrity would remain intact; the motorized routes penetrate only short distances into the area, maintaining the natural and undeveloped characteristics in the interior of the area. Dispersed

camping would be available on 315 acres along designated routes both in the roadless area and along the boundary that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping due to steep terrain and lack of vegetative cover.

The effects to solitude from motorized routes along the western boundary of this area would be slightly greater than in the No Action and Alternative 1, however the impacts are still expected to be minor since the routes only penetrate the area a short distance, the terrain is steep and rugged, and the area is fairly large. Solitude would not be supported on 18,769 acres along the designated routes in and along the boundary. The roads along the boundary and in the roadless area provide access for primitive recreation activities including big game hunting, rock hounding, backpacking, horseback riding, trail biking, rock climbing, and use of four-wheel drive vehicles. Most use occurs during the big game hunting seasons.

The Meadow Creek and Middle Canyon Research Natural Areas are located in the roadless area. No impacts are anticipated to these areas since no routes pass through or near these areas.

Boundaries would not change and unroaded areas would remain the same.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 31. Diamond Peak Roadless, unroaded and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40148-A	0.17	0.17	
40157	0.9	0.9	0.8
40403			0.12
40404	0.6	0.6	0.5
40405	0.02	0.02	
40435			0.37
40441	0.04	0.04	0.04
40442	0.12	0.12	0.12
40443	0.04	0.04	0.24
40709			1.74
40711			0.23
40735	0.05	0.05	
4160	0.49		
4170	0.35		
Total System Routes	2.78	1.95	4.16
T-LR-A002			
T-LR-A003			0.11
U102722A			0.51
U-LR-F-004			1.31
Total Unauthorized Routes	0	0	1.93
Total Routes	2.78	1.95	6.09
Unroaded Motorized Routes			
U102705A			1.14
U102722A			0.07
U102715C			0.11
U-LR-F-004			0.14
Total Unroaded Routes	0.00	0.00	1.46
Total Motorized Routes			
40148-A	0.17	0.17	
40157	0.90	0.90	0.80
40403			0.12
40404	0.60	0.60	0.50
40405	0.02	0.02	

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
40435			0.37
40441	0.04	0.04	0.04
40442	0.12	0.12	0.12
40443	0.04	0.04	0.24
40709			1.74
40711			0.23
40735	0.05	0.05	
4160	0.49		
4170	0.35		
Total System Routes	2.78	1.95	4.16
T-LR-A002			
T-LR-A003			0.11
U102705A			1.14
U102715C			0.11
U102722A			0.58
U-LR-F-004			1.45
Total Unauthorized Routes	0.00	0.00	3.39
Total Routes	2.78	1.95	7.55
Number of System Routes	10	8	9
Number of U Routes	0	0	5
Number Total Routes	10	8	14
Number Routes added to the system	NA	0	9

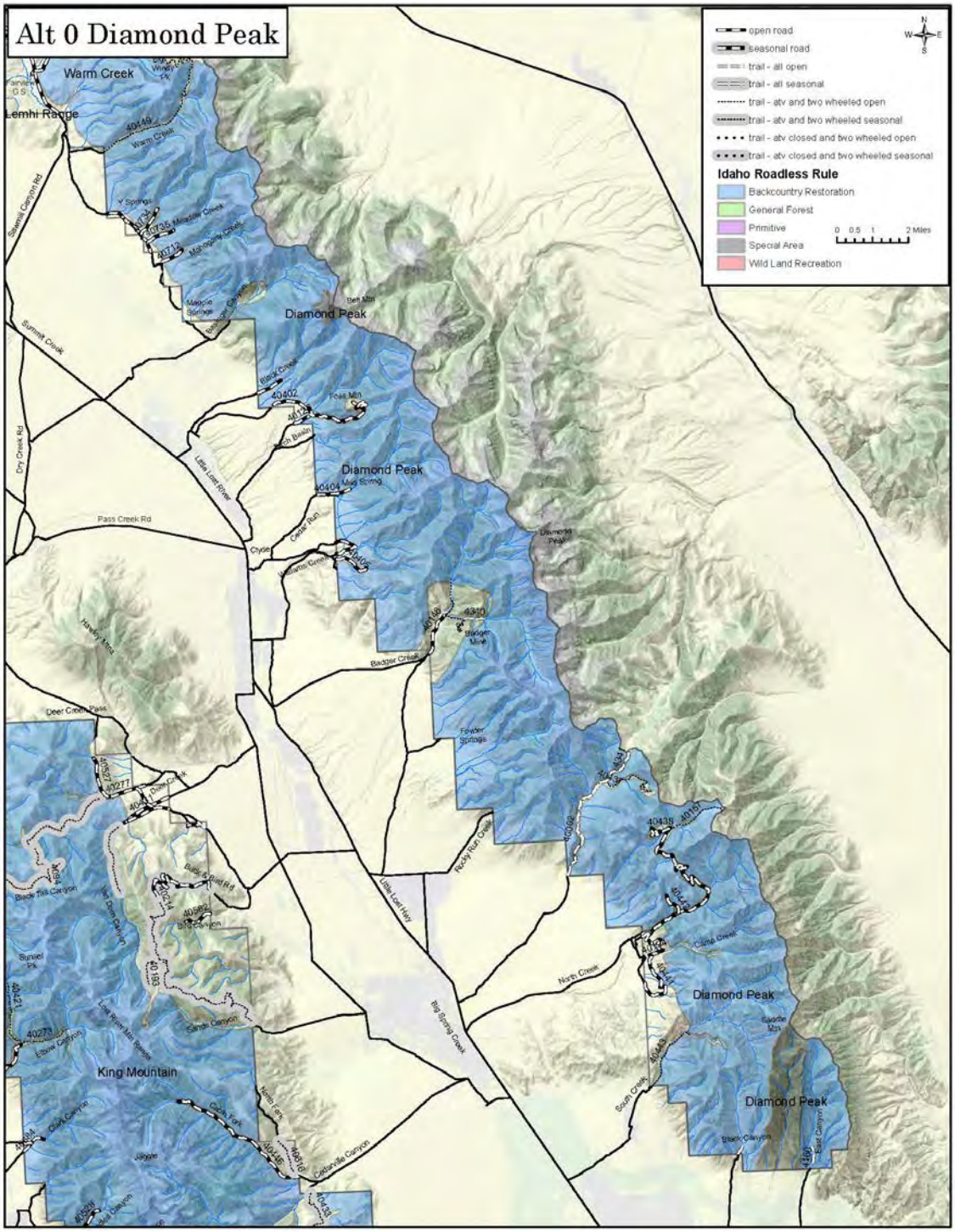

Figure A 19. Diamond Peak Alternative 0

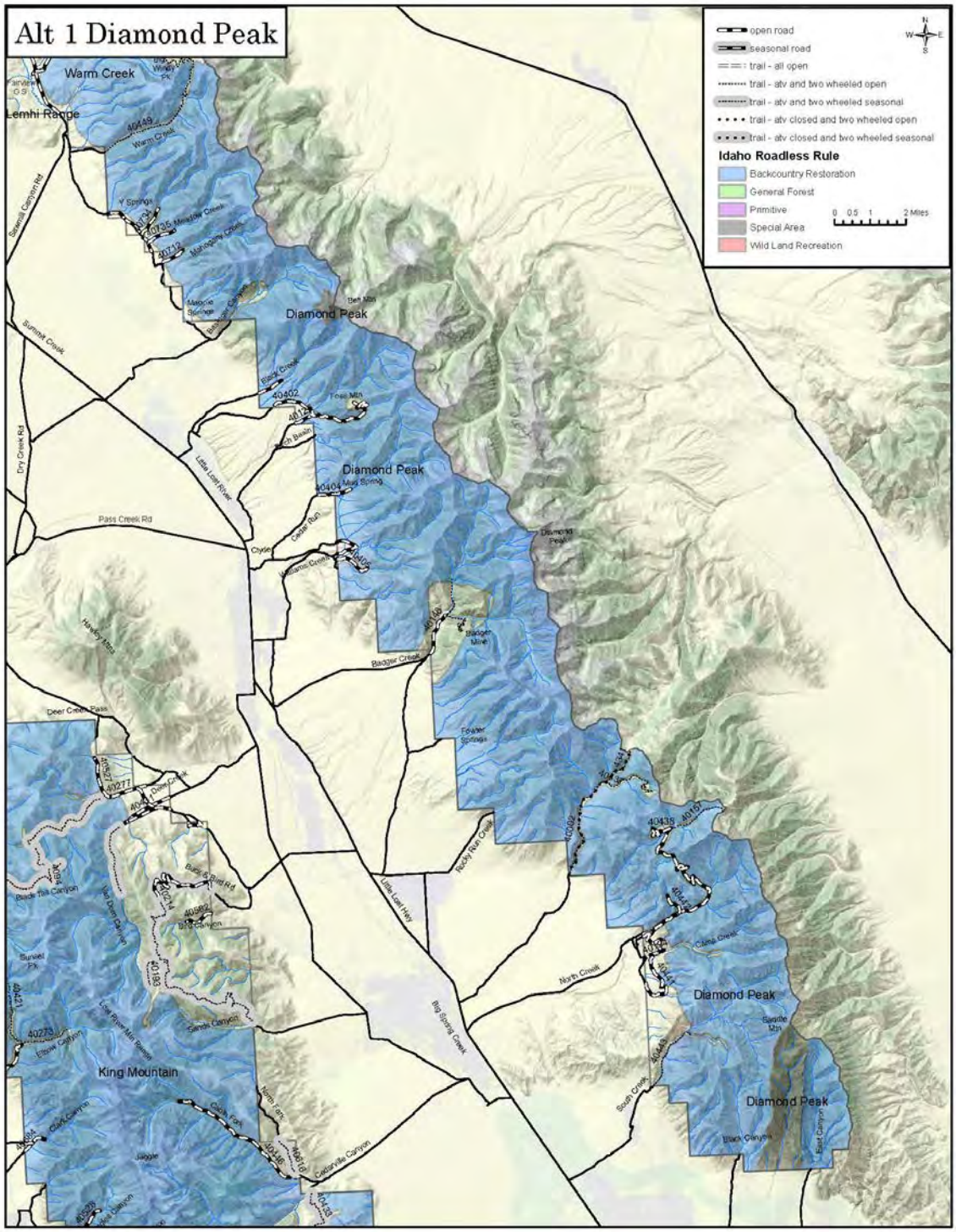

Figure A 20. Diamond Peak Alternative 1

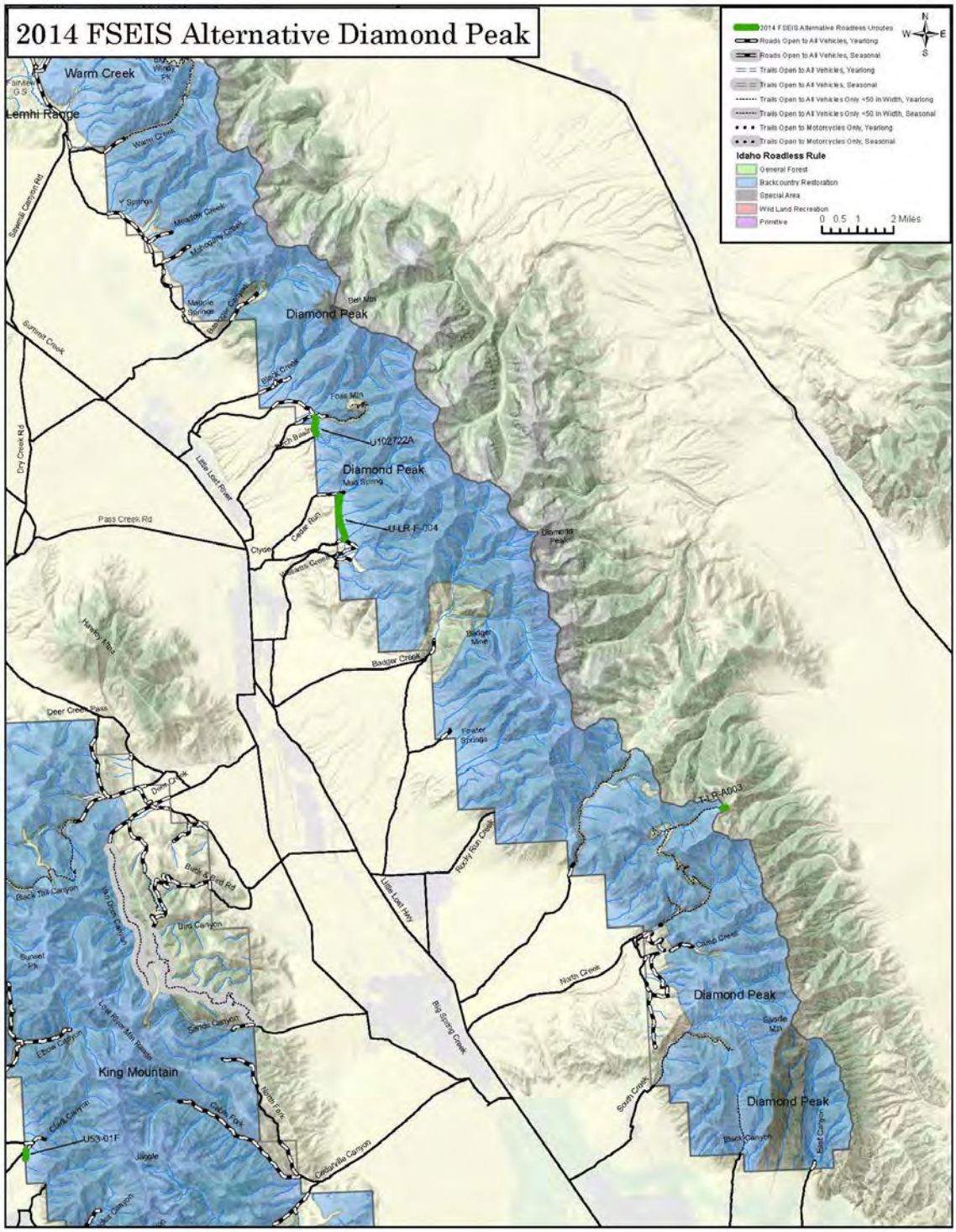

Figure A 21. Diamond Peak 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 31 and Figure A 21.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	improving	Two routes are short segment connectors on a dry sagebrush-grass alluvial fans and low foothills. Routes access an irrigation diversion ditch (U-LR-F-004), loop routes on adjoining BLM (U102722A). Route in drainage bottom (T-LR-A002) is part of area trail system accessing Diamond Peak, and high elevation ridgetop connection of trail system with adjoining Caribou-Targhee National Forest (T-LR-A003) dispersed camp spots at mouth of tributary drainages originating in Lemhi Mountains. The Preferred Alternative complies with Forest Plan soil and watershed standards and the Clean Water Act. Overall, measurement indicators are reduced in the Upper and Middle Little Lost River 5th field hydrologic units when compared to the No Acton Alternative and Alternative 1. This is expected to minimize impacts to soil and water within this roadless area. The roadless area produces high quality water for agriculture and fishery purposes. Routes analyzed do not impact quality and quantity of water for agriculture or fisheries.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	Yes	Improving	There is a fairly high ecological diversity in the area due to elevation and moisture variations. The area has much barren rock and is sparsely vegetated. The lower south-facing slopes are covered with mountain mahogany, sagebrush, and patches or stringers of Douglas-fir and limber pine, with scattered lodgepole pine. The back country nature and diversity of vegetation types provide habitat for elk, mule deer, bighorn sheep, mountain goat, pronghorn antelope, and a multitude of other game and non-game animal species. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Analyzed routes are part of extensive road network present on the gentle terrain of alluvial fans at the base of the Lemhi Mountain range or short segments in narrow canyon bottoms, and open high elevation ridgetop locales. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable	The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, bighorn, fisher, pygmy rabbit, bald eagle, peregrine falcon, three-toed woodpecker, sage grouse, and habitat for wolverines, Townsend big-eared bat, and spotted frogs. Habitat for bull trout, a threatened species, occurs in this roadless area. Lost River milkvetch *(Astragalus amnis-amissi),* Lemhi milkvetch (*Astragalus aquilonius*), Marsh's bluegrass *(Poa abbreviate ssp. marshii)*, and Whitebark pine are sensitive plant species occur in this roadless area. All TES species unimpacted by routes.
Primitive and semi-primitive classes of recreation	No	Stable	Routes are located in Backcountry/ Restoration management classification area and are primarily connectors for open roads and trails on adjacent Forest Service and BLM administered lands. All are located near perimeters of roadless area. Core of roadless areas is relatively unimpacted. Opportunity for primitive recreation and solitude is very good. Challenging experience include technical and non-technical climbing and cross-country travel.
Reference landscapes for research study or interpretation	No	Stable	Some of the outstanding geologic features include a large cave at the head of Bunting Canyon, a well-developed rock glacier on Diamond Peak, and several small arches in East and Middle Canyon. The Meadow Creek Research Natural Area (300 acres on S-C and 3,600 acres C-T designated to protect a large number of unusual and rare plants, and some of the finest alpine tundra in Idaho) and the Middle Canyon Research Natural Area (2,300 acres designed to protect rare plant species, Great Basin vegetation, limestone cliffs, and fossils) are located in this roadless area. No impact to these RNAs from routes analyzed.
Landscape character and integrity	No	Stable	The Lemhi Range is a long narrow range of mountains with slopes rising sharply from the surrounding Little Lost and Birch Creek valleys giving away to barren rock and talus slopes. Numerous canyons with rugged, steep rocky slopes dissect the mountain range. The roadless area get its name from Diamond Peak, which is the third highest peak in Idaho, at12,197 feet. Low impact to natural integrity and apparent naturalness from past activities, none anticipated from routes analyzed.
Traditional cultural properties and sacred sites	No	Stable	There is evidence of prehistoric man's use of the area. Cultural resources consist of remnants of prehistoric man and early mining activities. No impact from routes analyzed.
Other locally unique characteristics	No	Stable	There are some fossils found in the limestone formations and some limestone caves on the south end. No impact.

Goat Mountain Roadless Area (35,674 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered, the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Goat Mountain Roadless Area was assigned to Management Prescriptions 2A (34,653 acres), 5B (863 Acres), and 8A (157 Acres). Motorized routes are located within these management prescriptions.

- Emphasis is on dispersed recreation activity. Semi-primitive motorized recreation opportunities are featured. Minerals and energy activities, grazing, and vegetative manipulation are allowed. No timber harvest is planned.
- 5B – Emphasis is on producing long-term timber outputs through a moderate level of investment in regeneration and thinning.
- 8A – Emphasis is to manage nonforested areas to improve soil and vegetative conditions and provide forage for domestic livestock.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics within the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

The Goat Mountain Idaho Roadless Area contains 103.73 miles of motorized routes. There are 6.45 miles of system routes and 97.29 miles of unauthorized routes. Motorized restrictions were in place in a small portion of this roadless area in the previous travel plan, with 26,038 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Goat Mountain Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 32. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (35,674 acres)	System Routes	6.45	6.45	1.74
	U Routes	82.86	0	15.15
Total Miles		89.31	6.45	16.89

Unroaded Lands: There are unroaded lands contiguous to the Goat Mountain Idaho Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 34). A total of 1.4 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Goat Mountain Roadless Area is located on the Leadore Ranger District. The Goat Mountain Roadless Area is approximately 30 air miles southeast of Salmon, Idaho, and three air miles north of Leadore. The area is bounded on the south and east by the forest boundary, on the north by the Idaho-Montana border and by the Grizzly Hill Road (012) along the border, on the east by State Highway 29. Access to the area can be gained from these roads.

The area is dissected by one major stream, Little Eightmile Creek, and numerous smaller streams. The highest point in the roadless area is 9,900 feet at Goat Mountain; the low point is 6,200 feet above sea level. The topography of the area is broad rounded ridges with slopes ranging from 20 to 50 percent. The headlands of Little Eightmile Creek are rugged alpine glaciated topography. Average annual precipitation of 15 to 20 inches occurs mostly as snow. Temperatures vary from summer highs of 80 to 90 degrees Fahrenheit, to 40 below zero in the winter. Sedimentary limestone bedrock forms the loamy textured soils of this area, much of which is covered with sagebrush and grass. Lodgepole pine occurs at the higher elevations and Douglas-fir patches are scattered throughout the area. The ecosystems that occur in the area are western spruce-fir and sagebrush.

Natural Integrity (Natural and Undeveloped): The Goat Mountain Idaho Roadless Area contains 6.45 miles of system routes and 97.29 miles of unauthorized routes for a total of 103.73 motorized routes within the roadless area, and 1.4 miles of unauthorized routes are located on lands adjacent to the roadless area. Most of the area was open to motorized cross-country travel, 26,038 acres, in the original travel plan. The majority of the area is essentially natural appearing. Man's influence on the natural integrity of this roadless area has been very low except in some areas near Grizzly Hill, where mining exploration has scarred the landscape. The impacts that exist are long term in nature, but are limited to a small percentage of the roadless area and can be separated by boundary modification. This roadless area would be apparently natural to most visitors, but there are impacts that would be apparent to some visitors. The undeveloped character has been affected by motorized use and mining activity.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): The area provides moderate opportunity for solitude due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter and the existence of some permanent off-site intrusions. Due to these factors and the lack of diversity, the area has a low opportunity for primitive recreation. Opportunities for challenging experiences or encountering serious hazards are rare.

Special Features: The roadless area contains some outstanding scenery, particularly in the vicinity of Goat Mountain, and East and West Peak. The Continental Divide National Scenic Trail corridor passes through this roadless area.

Manageability: The roadless area is contiguous with roadless lands on the Beaverhead National Forest along its northeast side. Logical and manageable boundaries could be developed for the

area, but boundary changes would be necessary to delete existing intrusions. Size is not a factor with this area.

Environmental Effects

Table A 33. Direct/indirect effects comparison of alternatives

Goat Mountain Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		148	7	15
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	26,038	0	0
	Miles of System Routes	6.45	6.44	1.74
	Miles of U Routes	84.18	0.00	15.58
	Total Miles of Routes	90.63	6.44	17.32
	Acres of Dispersed Camping	26,382	560	222
Solitude	Acres Not Supporting Solitude	28,720	7,077	11,997
Special Features and Values	Routes Affecting Special Features Continental Divide National Scenic Trail	6195, 6244, 60012	6195, 6244, 60012	60012
Manageability		Stays the same, Logical and manageable boundaries could be developed for the area, but boundary changes would be necessary to delete existing intrusions		

Direct/Indirect Effects of Alternative 0

The current level of motorized travel would differ from the existing conditions. 6.45 miles of system routes would be open to motorized use and 83.60 miles of unauthorized routes would be available for use for a total of 90.05 miles of motorized routes. This is 13.11 miles fewer unauthorized routes than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes that are in an area that is closed to motorized cross-country travel. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The 26,038 acres would remain open to cross-country travel.

This area remains essentially natural appearing with the exception of areas with previous mining impacts. The undeveloped character may be slightly enhanced by the reduction in miles of unauthorized routes.

Opportunities for solitude and primitive and unconfined recreation would remain moderate due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter and the existence of some permanent off-site intrusions. Dispersed camping would be available on 26,382 acres and 28,720 acres would not support solitude within the roadless area.

The Continental Divide National Scenic Trail that runs along the northern boundary of the roadless area is intersected by two routes (6195 and 6244) and one route (60012) runs parallel to the trail along the northern boundary of the roadless area.

Boundaries would not change. Logical and manageable boundaries could be developed for the area, but boundary changes would be necessary to delete existing intrusions.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 6.44 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 35,674 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. The undeveloped character would be enhanced by a substantial reduction in motorized use of unauthorized routes and cross country travel. Future effects would also be minimized by closing the area to cross-country travel. Dispersed camping would be available on 560 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized use due to the closure of unauthorized routes and the closure of the area to cross-country travel; however opportunities for solitude would remain moderate due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter, and the existence of permanent intrusions. 7,077 acres within the area would not support solitude. Due to these factors and lack of diversity, the opportunities for primitive recreation experiences would remain moderate.

The Continental Divide National Scenic Trail that runs along the northern boundary of the roadless area is intersected by two routes (6195 and 6244) and one route (60012) runs parallel to the trail along the northern boundary of the roadless area, this is the same as in Alternative 0, No Action.

Boundaries would not change and unroaded areas would remain the same. The boundary could not be easily modified to improve manageability due to existing intrusions and size limitations.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 1.74 miles of system routes and 15.58 miles of unauthorized routes for a total of 17.32 miles of motorized routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 35,674 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. The undeveloped character would continue to be affected by motorized use; however these effects would be reduced in comparison to Alt 0 by the closure of many of the unauthorized routes and closure to cross country travel. Future effects would also be minimized by closing the area to cross-country travel. Dispersed camping would be available on 222 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized use due to the closure of the area to cross-country travel; however opportunities for solitude would remain moderate due to moderate size, little topographic or vegetative screening, moderate distance

from core to perimeter, and the existence of permanent intrusions. Solitude would not be supported on 11,997 acres. Due to these factors and lack of diversity, the opportunities for primitive recreation experiences would remain moderate.

The Continental Divide National Scenic Trail that runs along the northern boundary of the roadless area would not be intersected by any proposed routes; this is a slight reduction in potential impacts compared to Alternatives 0 and 1. One route (60012) runs parallel to the trail along the northern boundary of the roadless area

Boundaries would not change and unroaded areas would remain the same. The boundary could not be easily modified to improve manageability due to existing intrusions and size limitations.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 34. Goat Mountain roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
60104	0.29	0.29	0.29
60104-A	0.09	0.09	0.09
60205	0.47	0.47	0.47
60303	0.6	0.6	0.6
6195	4.27	4.27	
6244	0.44	0.44	
Total System Routes	6.45	6.45	1.74
U07-02A	0.3		
U07-02B	0.11		
U07-07A	0.11		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U07-07B	0.08		
U07-08A	0.21		
U07-09A	0.01		
U07-12A	0.49		
U07-14A	0.17		
U07-14B	0.04		
U07-14C	0.04		
U07-16A	0.16		
U07-18A	0.07		
U07-18B	0.22		
U07-18C	0.2		
U07-18D	0.13		
U07-18E	0.12		
U07-18F	0.04		
U141-18Z	0.81		
U141-18ZA	0.89		
U141-18ZB	0.11		
U141-18ZC	0.32		
U141-18ZD	0.04		
U141-18ZE	0.08		
U141-18ZF	0.14		
U141-18ZH	0.07		
U141-18ZI	0.11		
U141-18ZJ	0.03		
U141-23AP	0.51		
U162501A	3.03		4.91
U162602A	1.54		1.54
U162603A	0.45		
U162603B	0.54		
U162604A	0.3		
U162604B	0.52		
U162604C	0.53		
U162606A	2.87		0.36
U162606B	0.2		
U162606C	0.42		
U162606E	0.59		
U162606F	0.05		
U162606G	0.14		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U162607A	0.8		
U162609A	0.08		
U162609B	0.39		
U162609C	0.28		
U162609D	0.14		
U162609F	0.81		
U162615A	0.75		0.75
U162615B	0.31		0.21
U162615C	1.07		
U162616B	2.02		
U162616D	0.05		
U162616E	0.83		
U162617A	0.69		
U162622A	0.59		0.58
U162623A	0.64		
U162705A	1.46		
U162707B	0.45		
U162719A	0.76		
U172502A	0.45		
U172522A	0.32		
U172523A	1.15		
U172523D	0.24		
U172523I	0.36		
U172523J	0.07		
U172523K	0.03		
U172523M	0.02		
U172523N	0.04		
U172523O	0.13		
U172523P	0.07		
U172523Q	0.07		
U172523R	0.04		
U172523S	0.16		
U172523U	0.05		
U172523V	0.04		
U172524A	0.02		
U172536A	0.14		
U172536B	0.09		
U172536C	0.18		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U172619A	0.29		
U172620A	0.04		
U172620B	0.29		
U172622F	4.23		2.02
U172622G	0.93		
U172622G2	0.15		
U172623B	0.41		
U172624D	1.51		
U172624E	0.71		
U172626A	3.01		
U172627A	0.34		
U172627B	0.2		
U172627F	0.02		
U172627G	0.11		
U172627H	0.05		
U172627L	0.15		
U172628B	2.47		
U172628C	0.74		
U172628D	0.09		
U172628F	0.55		
U172629A	0.04		
U172629B	0.14		
U172629C	0.65		
U172629D	0.19		
U172630A	0.19		
U172630B	0.08		
U172630C	0.13		
U172632A	0.72		
U172632B	0.13		
U172632C	0.21		
U172632D	0.62		
U172632E	0.7		
U172632F	0.17		
U172632G	0.84		
U172632H	0.17		
U172632I	1.56		
U172633A	2.79		
U172633B	0.39		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U172633C	1.45		
U172633D	0.06		
U172634A	0.15		
U172634B	0.26		
U172634D	0.21		
U172634F	0.02		
U172634G	0.28		
U172635A	2.71		2.71
U172636B	1.73		
U172636B2	0.3		
U172716A	0.61		
U172718D	1.16		
U172718D2	0.13		
U172718E	0.13		
U172718F	0.1		
U172719C	0.28		
U172719D	0.49		
U172720B	0.56		
U172721A	3.42		
U172728D	1.78		
U172729A	2.07		2.07
U172732A	2.38		
U172732B	3.99		
Total Unauthorized Routes	82.86	0	15.15
Total Routes	89.31	6.45	16.89
Unroaded Motorized Routes			
U162705A	0.04		
U162707B	0.08		
U162719B	0.28		0.31
U172622F			0.05
U172623B	0.15		
U172624D	0.04		
U172721A	0.02		
U172728D	0.07		
U172729A	0.06		0.06
Total Unroaded Routes	0.74	0.00	0.43
Total Motorized Routes			
60012	0.29	0.29	0.29

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
60104	0.29	0.29	0.29
60104-A	0.09	0.09	0.09
60205	0.47	0.47	0.47
60303	0.60	0.60	0.60
6195	4.27	4.27	
6244	0.44	0.44	
Total System Routes	6.45	6.44	1.74
U07-02A	0.30		
U07-02B	0.11		
U07-07A	0.11		
U07-07B	0.08		
U07-08A	0.21		
U07-09A	0.01		
U07-12A	0.49		
U07-14A	0.17		
U07-14B	0.04		
U07-14C	0.04		
U07-16A	0.16		
U07-18A	0.07		
U07-18B	0.22		
U07-18C	0.20		
U07-18D	0.13		
U07-18E	0.12		
U07-18F	0.04		
U141-18Z	0.81		
U141-18ZA	0.89		
U141-18ZB	0.11		
U141-18ZC	0.32		
U141-18ZD	0.04		
U141-18ZE	0.08		
U141-18ZF	0.14		
U141-18ZH	0.07		
U141-18ZI	0.11		
U141-18ZJ	0.03		
U141-23AP	0.51		
U162501A	3.03		4.91
U162602A	1.54		1.54
U162603A	0.45		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U162603B	0.54		
U162604A	0.30		
U162604B	0.52		
U162604C	0.53		
U162606A	2.87		0.36
U162606B	0.20		
U162606C	0.42		
U162606E	0.59		
U162606F	0.05		
U162606G	0.14		
U162607A	0.80		
U162609A	0.08		
U162609B	0.39		
U162609C	0.28		
U162609D	0.14		
U162609F	0.81		
U162615A	0.75		0.75
U162615B	0.31		0.21
U162615C	1.07		
U162616B	2.02		
U162616D	0.05		
U162616E	0.83		
U162617A	0.69		
U162622A	0.59		0.58
U162623A	0.64		
U162705A	1.50		
U162707B	0.53		
U162719A	0.76		
U162719B	0.28		0.31
U172502A	0.45		
U172522A	0.32		
U172523A	1.15		
U172523D	0.24		
U172523I	0.36		
U172523J	0.07		
U172523K	0.03		
U172523M	0.02		
U172523N	0.04		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U172523O	0.13		
U172523P	0.07		
U172523Q	0.07		
U172523R	0.04		
U172523S	0.16		
U172523U	0.05		
U172523V	0.04		
U172524A	0.02		
U172536A	0.14		
U172536B	0.09		
U172536C	0.18		
U172619A	0.29		
U172620A	0.04		
U172620B	0.29		
U172622F	4.23		2.07
U172622G	0.93		
U172622G2	0.15		
U172623B	0.56		
U172624D	1.55		
U172624E	0.71		
U172626A	3.01		
U172627A	0.34		
U172627B	0.20		
U172627F	0.02		
U172627G	0.11		
U172627H	0.05		
U172627L	0.15		
U172628B	2.47		
U172628C	0.74		
U172628D	0.09		
U172628F	0.55		
U172629A	0.04		
U172629B	0.14		
U172629C	0.65		
U172629D	0.19		
U172630A	0.19		
U172630B	0.08		
U172630C	0.13		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U172632A	0.72		
U172632B	0.13		
U172632C	0.21		
U172632D	0.62		
U172632E	0.70		
U172632F	0.17		
U172632G	0.84		
U172632H	0.17		
U172632I	1.56		
U172633A	2.79		
U172633B	0.39		
U172633C	1.45		
U172633D	0.06		
U172634A	0.15		
U172634B	0.26		
U172634D	0.21		
U172634F	0.02		
U172634G	0.28		
U172635A	2.71		2.71
U172636B	1.73		
U172636B2	0.30		
U172716A	0.61		
U172718D	1.16		
U172718D2	0.13		
U172718E	0.13		
U172718F	0.10		
U172719C	0.28		
U172719D	0.49		
U172720B	0.56		
U172721A	3.44		
U172728D	1.85		
U172729A	2.13		2.13
U172732A	2.38		
U172732B	3.99		
Total Unauthorized Routes	83.60	0.00	15.58
Total Routes	90.05	6.44	17.32
Number of System Routes	7	7	5
Number of U Routes	141	0	10

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Number Total Routes	148	7	15
Number Routes added to the system	NA	0	10

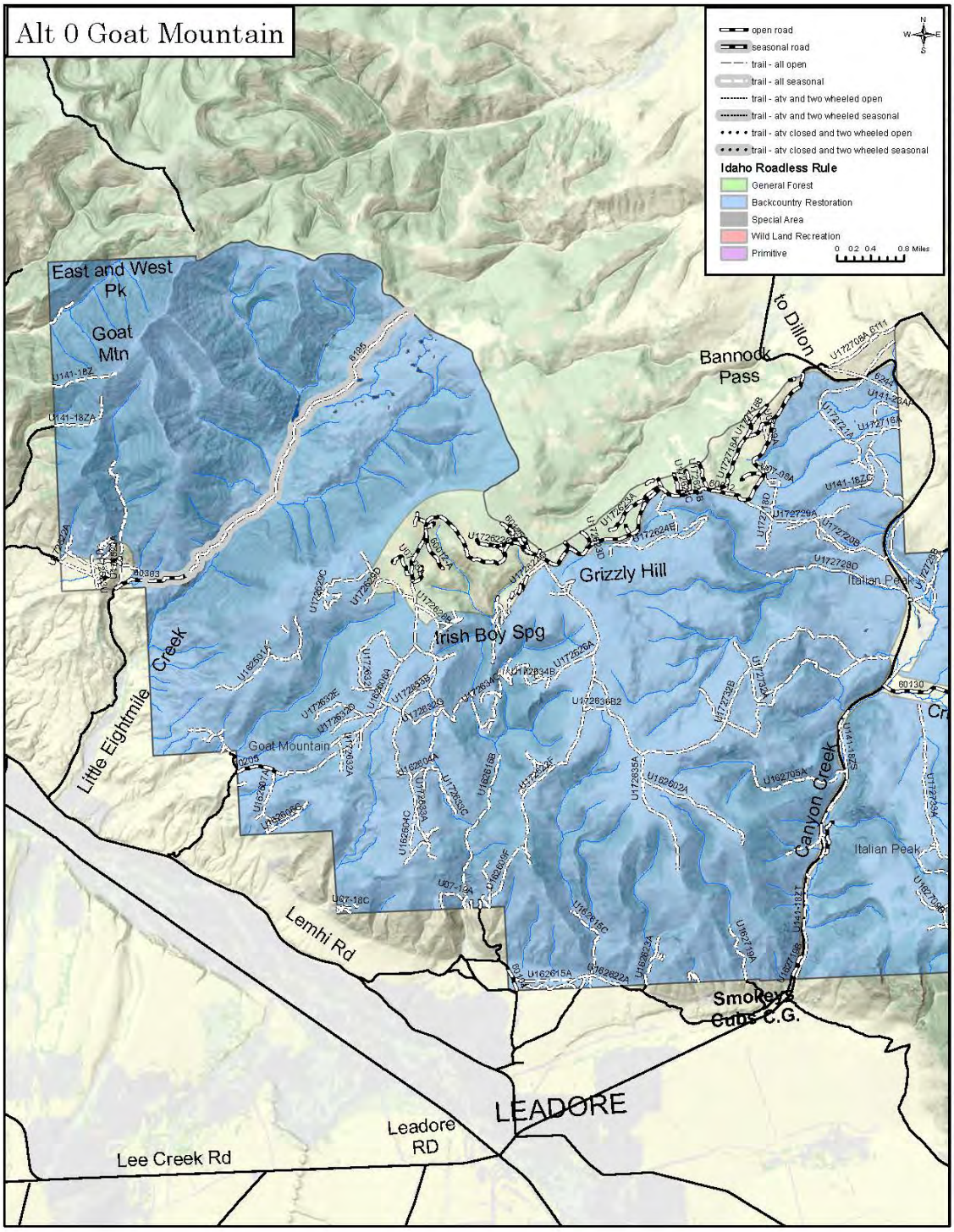

Figure A 22. Goat Mountain Alternative 0

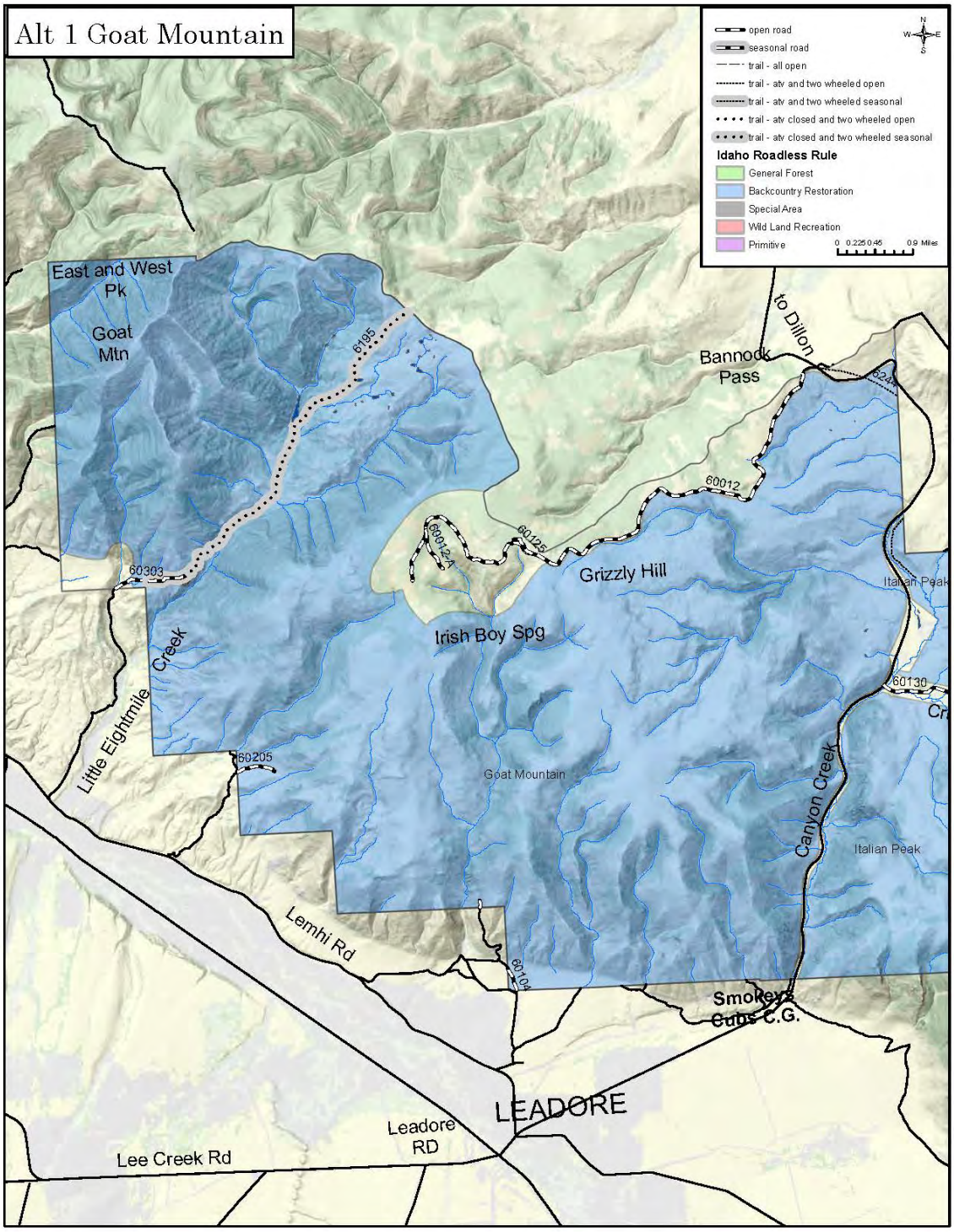

Figure A 23. Goat Mountain Alternative 1

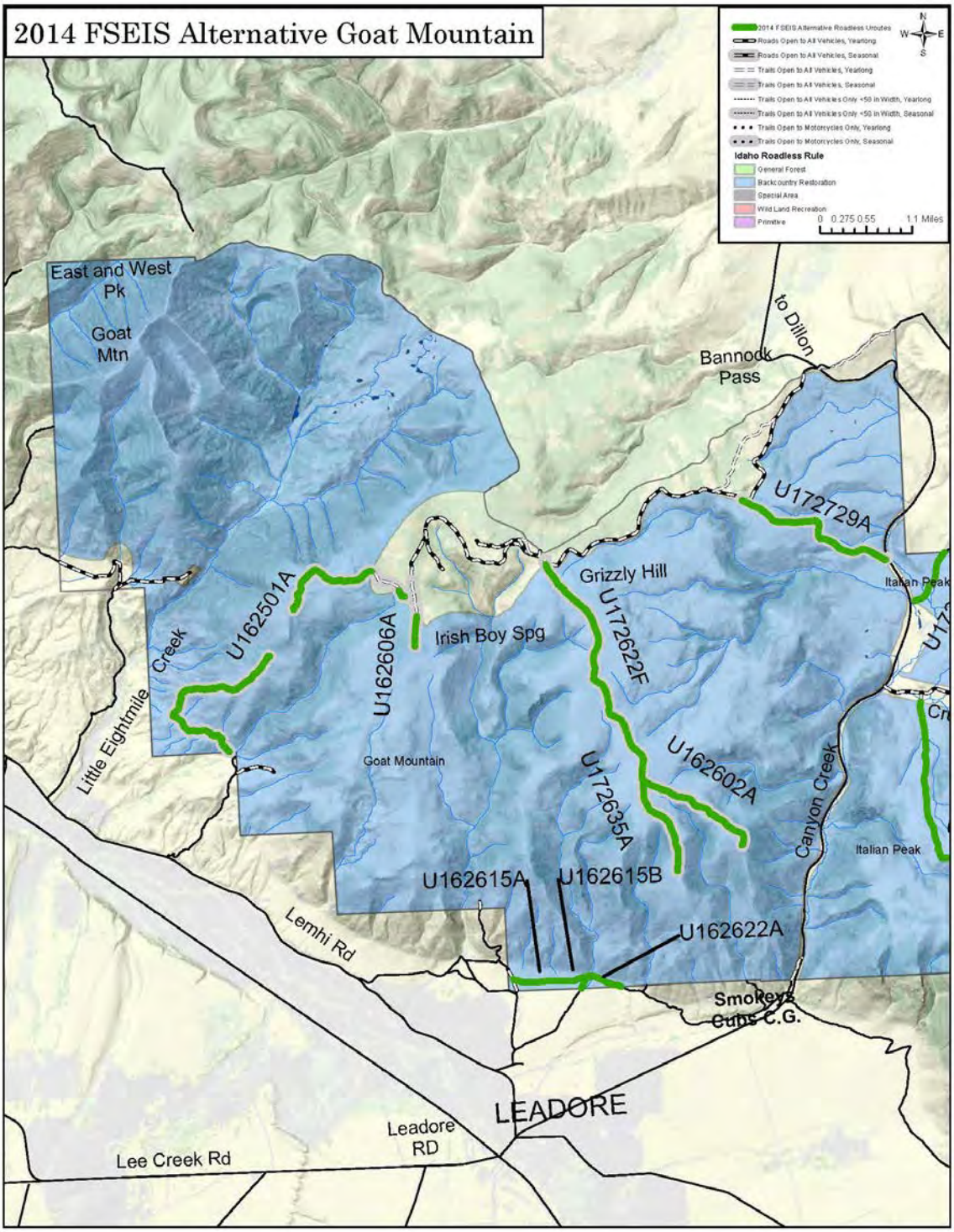

Figure A 24. Goat Mountain 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 34 and Figure A 24.

Table A 35. Goat Mountain Roadless Characteristics Worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Routes are OHV and seasonal trails that are located in the central portion of the roadless area, leaving most of the northern and southwestern portions of the roadless area unmotorized. Routes provide access into the area from adjacent Forest and BLM administered land. The area includes several small drainages with headwaters along the Continental Divide. Many of the streams are intermittent. Water which does leave the forest is used for irrigation of ranch lands. Watershed quality is generally good; however, a few localized disturbances have been identified which resulted from past management practices. The topography of the area is broad rounded ridges with slopes ranging from 20 to 50 percent. The headlands of Little Eightmile Creek are rugged alpine glaciated topography. Sedimentary limestone bedrock forms the loamy textured soils of this area, much of which is covered with sagebrush and grass. Effects from routes to soils, water and air resources are indirect and minimal.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable	Only one small stream within the area contains habitat presently supporting fish, and it has moderate to high channel gradients. Cutthroat trout are found in the stream. There is also one water storage pond located within the Little Eightmile drainage that provides habitat for fish. The lower elevations of this area comprise a large block of key big game winter range, particularly in the Little Eightmile drainage. The drainage is also important to waterfowl in that the numerous basin potholes are used for nesting and brood-rearing. Antelope and mule deer migrate through the area. Sage grouse, chukars and blue grouse are found in this area. A small herd (8-10 animals) of mountain goats inhabits Goat Mountain. Routes are not within the Little Eightmile drainage no impacts to diversity of plant and animal communities from the routes. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed	Yes	Stable	Sensitive westslope cutthroat trout habitat overlaps this roadless area. Streams from the area are tributary to the Lemhi river where threatened Chinook salmon, bull trout and steelhead are present. The area is within the range of the Canada lynx, a threatened species. Region 4

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
areas of land			sensitive species include gray wolf, pygmy rabbit, bald eagle, northern goshawk, three-toed woodpecker, sage grouse, great gray owl, and spotted frogs. Whitebark pine and Lemhi penstemon, Region 4 sensitive plant species occur in the area. Minimal impact to TES species or habitats.
Primitive and semi-primitive classes of recreation	Yes	Stable/Improving	Routes are OHV and seasonal trails that are located in the central portion of the roadless area, leaving most of the northern and southwestern portions of the roadless area unmotorized. Routes provide access into the area from adjacent Forest and BLM administered land. Routes are within the Backcountry Restoration management classification. The area provides moderate opportunity for solitude due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter and the existence of some permanent off-site intrusions. Routes diminish the primitive character and opportunity for solitude to a minor degree in the area. Due to these factors and the lack of diversity, the area has a low opportunity for primitive recreation. Opportunities for challenging experiences or encountering serious hazards are rare. Recreation is primarily related to hunting and off road vehicles. Recreation use associated with the Continental Divide National Scenic Trail would increase as implementation of the trail proceeds. Hunting use could be expected to decline somewhat should motorized use of the area be prohibited. The routes provide access for hunting. Reduction in routes compared to the existing Travel Plan has resulted in improvement.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The area is dissected by one major stream, Little Eightmile Creek, and numerous smaller streams. The highest point in the roadless area is 9,900 feet at Goat Mountain; the low point is 6,200 feet above sea level. The topography of the area is broad rounded ridges with slopes ranging from 20 to 50 percent. The headlands of Little Eightmile Creek are rugged alpine glaciated topography. Sedimentary limestone bedrock forms the loamy textured soils of this area, much of which is covered with sagebrush and grass. Lodgepole pine occurs at the higher elevations and Douglas-fir patches are scattered throughout the area. The ecosystems that occur in the area are western spruce-fir and sagebrush. The majority of the area is essentially natural appearing. Man's influence on the natural integrity of this roadless area has been very low except in some areas near Grizzly Hill, where mining exploration has scarred the landscape. The routes do not detract from the overall character; due to the lack of topographic and vegetative screening, routes may be visible but do not further detract from the area's natural appearance or integrity.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Traditional cultural properties and sacred sites	No	Stable	Prehistoric and historic cultural resources are known to exist within this roadless area, but their significance has not been determined. No impact anticipated.
Other locally unique characteristics	No	Stable or None	The roadless area contains some outstanding scenery, particularly in the vicinity of Goat Mountain, and East and West Peak. Approximately 6.2 miles of the Continental Divide National Scenic Trail corridor passes along the northern boundary of the area. Routes are not within areas of outstanding scenery, and would not impact the Continental Divide Trail. No impact.

Italian Peak Roadless Area (50,078 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered, the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Italian Peak Roadless Area was assigned to Management Prescriptions 2A (23 acres), 2B (2,533 acres), 4A (2,913 acres), 4B-1 (17,641 acres), 5B (658 acres), and 8A (26,302 acres). Motorized routes are located within these management prescriptions except 2B.

- 2A – Emphasis is on dispersed recreation activity. Semi-primitive motorized recreation opportunities are featured. Minerals and energy activities, grazing, and vegetative manipulation are allowed. No timber harvest is planned.
- 2B - Emphasis is on dispersed recreation activity Semi-primitive nonmotorized recreation opportunities are featured. Minerals and energy activities, grazing, vegetative manipulation, and snow machine use over snow are allowed. No timber harvest is planned. (There are no existing or proposed roads within this area)
- 4A – Emphasis is on managing key big game winter range to insure required forage and cover conditions exist to meet big game needs.
- 4B-1 – Emphasis is on managing key elk summer range to enhance habitat conditions.
- 5B – Emphasis is on producing long-term timber outputs through a moderate level of investment in regeneration and thinning.
- 8A – Emphasis is to manage nonforested areas to improve soil and vegetative conditions and provide forage for domestic livestock.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics within the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

The Italian Peak Idaho Roadless Area contains 73.26 miles of motorized routes. There are 27.49 miles of system routes and 45.81 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 16,179 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Italian Peak Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 36. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (50,078 acres)	System Routes	27.49	14.7	10.41
	U Routes	19.63	0	9.38
Total Miles		47.12	14.7	19.79

Unroaded Lands: There are unroaded lands contiguous to the Italian Peak Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report Table A 38). A total of 2.66 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Italian Peak Roadless Area overlaps the Continental Divide and is located on the Salmon portion of the Salmon-Challis National Forest, Targhee portion of the Caribou-Targhee and Beaverhead-Deerlodge National Forests. The Italian Peak Roadless Area is approximately 25 air miles west of Dubois, Idaho, and five air miles east of Leadore. The area is bounded on the northeast by State Highway 29, and by the Salmon portion of the Salmon-Challis forest boundary on the rest of the area. A Bureau of Land Management wilderness study area abuts the southern portion of the area. Access to the Italian Peak Roadless Area from the Salmon National Forest can be gained from the State highway and from Road 130 along Cruikshank Creek, Forest Road 177 along Hawley Creek, and Forest Road 188 in Dry Canyon.

Several drainages occur in the area: Cruikshank Creek, Hawley Creek, Willow Creek, Crooked Creek, Webber Creek, Divide Creek and Deadman Creek. Elevations range from 6,800 feet to over 11,393 feet at Scott Peak. The area forms the western slope of the Continental Divide and is the northern extension of the basin and range topography found in Utah and Nevada. Glaciation has formed rocky ridges and high peaks with broad U-shaped canyons in the headlands of the drainages. Steep canyon walls with rock outcroppings are typical of the lower elevation topography. Precipitation, mostly in the form of snow, ranges from 15 to 20 inches annually. Summer high temperatures of 80 to 90 degrees Fahrenheit contrast with winter lows of 40 below zero. A mixture of limestone, quartzite, and volcanic rocks forms the bedrock, producing soils with textures ranging from loamy clays to loamy sands. Much of the country is covered with sagebrush and grass. Douglas-fir and limber pine occurs throughout the lower elevations, with lodgepole pine and some whitebark pine occurring on the higher elevations. The ecosystems that occur in the area are Douglas fir-limber pine and mountain mahogany and sage-grass.

Natural Integrity (Natural and Undeveloped): The Italian Peak Roadless area contains 27.45 miles of system routes and 45.81 of unauthorized routes for a total of 73.26 miles of motorized routes within the roadless area, and 2.66 miles of unauthorized routes are located on lands adjacent to the roadless area. Motorized restrictions were in place within most of the roadless area in the previous travel plan with 16,179 acres being open to cross-country travel. Other than roads, man's influence on the natural integrity of this roadless area has been low, with the exception of the mining that occurred in the late 1880’s at the Viola Mine. The long term impacts that exist can be deleted by boundary modification, or have a moderate feasibility of correction. This roadless area would be apparently natural to most visitors.

On the Salmon, three intrusions were identified within the inventory boundary. Two are mining related and are located in the vicinity of Big Bear Creek and Bull Creek, and total 5,100 acres. One is timber related and is located between Frank Hall Creek and Wildcat Creek for a total of 2,000 acres. The area directly impacted by these activities no longer meets roadless area criteria and would not be considered further for wilderness.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): The area has significant size and good distance from core to perimeter, significant amounts of topographic and vegetative screening and there are some permanent off-site intrusions, all of which result in a high opportunity for solitude. Due to these factors and moderate amounts of diversity, the opportunity for primitive recreation is high. Opportunities for challenging experiences or encountering serious hazards are high.

Special Features: This area contains some outstanding scenery, particularly in the high divide country. The Continental Divide National Scenic Trail passes through this roadless area. The Targhee portion includes the Webber Creek Research Natural Area which is included in the portion of the area recommended for wilderness in the Targhee Revised Forest Plan (1997). The Italian Peaks offer challenging technical climbing and contain many of the highest peaks in Idaho.

Manageability: The Italian Peak Roadless Area is contiguous with another roadless area on the east; the Bureau of Land Management Eighteen mile Wilderness Study Area on the southwest; Bureau of Land Management administered lands on the west and north; and is separated by a road corridor from another roadless area on the north. Logical and manageable boundaries could be developed for this roadless area, with boundary changes to delete existing intrusions. Size is not a factor with this roadless area.

Environmental Effects

Table A 37. Direct/indirect effects comparison of alternatives

Italian Peak Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		35	8	3
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	16,179	0	0
	Miles of System Routes	27.49	14.7	10.41
	Miles of U Routes	22.29	0.00	9.38
	Total Miles of Routes	49.78	14.70	19.79
	Acres of Dispersed Camping	16,949	1,100	835
Solitude	Acres Not Supporting Solitude	24,094	14,508	18,675
Special Features and Values	Routes Affecting Special Features Continental Divide National Scenic Trail	60177	60177	60177
Manageability		Stays the same; logical and manageable boundaries could be developed for this roadless area, with boundary changes to delete existing intrusions		

Direct/Indirect Effects of Alternative 0

The current level of motorized travel would differ from the existing conditions. 27.49 miles of system routes would be open to motorized use and 22.29 miles of unauthorized routes (19.63 miles within the roadless area and 2.66 miles on lands contiguous to the area) would be available for use, for a total of 49.78 miles of motorized routes. This is 26.18 miles fewer unauthorized routes within the roadless area than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes that are in an area that is closed to motorized cross-country travel. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The 16,179 acres would remain open to cross-country travel.

The area remains apparently natural to most visitors. The undeveloped character may be slightly enhanced by the reduction in miles of unauthorized routes.

Opportunities for solitude and primitive and unconfined recreation would remain high due to the area's significant size and good distance from core to perimeter, significant amounts of topographic and vegetative screening. Dispersed camping would be available on 16,949 acres and 24,094 acres would not support solitude within the roadless area.

The Continental Divide Trail runs along the eastern perimeter for 10.4 miles, system route 60177 runs along a portion of the trail route in this location. This area contains some outstanding scenery, particularly in the high divide country. Routes are not within areas of outstanding scenery.

Boundaries would not change. Logical and manageable boundaries could be developed for this roadless area, with boundary changes to delete existing intrusions. Size is not a factor with this roadless area.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 14.7 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 50,078 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. The undeveloped character would be enhanced by a substantial reduction in motorized use of unauthorized routes and cross country travel. Future effects would also be minimized by closing the area to cross-country travel. Dispersed camping would be available on 16,949 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized use due to the closure of unauthorized routes and the closure of the area to cross-country travel. Opportunities for solitude would remain high due to the area’s significant size and good distance from core to perimeter, significant amounts of topographic and vegetative screening. 14,508 acres within the area would not support solitude. Due to these factors and moderate amounts of diversity, the opportunity for primitive recreation would remain high.

The Continental Divide Trail runs along the eastern perimeter for 10.4 miles, system route 60177 runs along a portion of the trail route in this location. This area contains some outstanding scenery, particularly in the high divide country. Routes are not within areas of outstanding scenery.

Boundaries would not change. Logical and manageable boundaries could be developed for this roadless area, with boundary changes to delete existing intrusions. Size is not a factor with this roadless area.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 10.41 miles of system routes and 9.38 miles of unauthorized routes for a total of 19.79 miles of motorized routes. The entire 50,078 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. The undeveloped character would continue to be affected by motorized use; however these effects would be reduced in comparison to Alt 0 by the closure of many of the unauthorized routes and closure to cross country travel. Future effects would also be minimized by closing the area to cross-country travel. Dispersed camping would be available on 835 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized use due to the closure of the area to cross-country travel. Opportunities for solitude would remain high due to the area’s significant size and good distance from core to perimeter, significant amounts of topographic and vegetative screening. 18,675 acres within the area would not support solitude.

Due to these factors and moderate amounts of diversity, the opportunity for primitive recreation would remain high.

The Continental Divide Trail runs along the eastern perimeter for 10.4 miles, system route 60177 runs along a portion of the trail route in this location. This area contains some outstanding scenery, particularly in the high divide country. Routes are not within areas of outstanding scenery.

Boundaries would not change and unroaded areas would remain the same. The boundary could not be easily modified to improve manageability due to existing intrusions and size limitations.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 38. Italian Peak roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
60189	0.26		
60189-a	0.23		
60223			0.16
60275	0.8	0.8	0.78
60279	0	0	0
6111	12.3		
6190	2.72	2.72	
6244	0.88	0.88	
6343	3.79	3.79	2.96
64018	0.12	0.12	0.12

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
64019	0.31	0.31	0.31
Total System Routes	27.49	14.7	10.41
U06-08A	0.13		
U141-18ZG	0.56		
U141-18ZK	0.24		
U141-18ZM	0.62		
U141-18ZN	0.28		
U141-18ZO	0.12		
U141-18ZP	0.18		
U141-18ZQ	0.19		
U141-18ZS	0.38		
U141-18ZT	0.37		
U162707A	0.02		
U162709A	0.1		
U162709B	1.71		
U162710A	1.28		
U162716C	1.26		
U162833A	0.16		
U172708A	0.01		
U172728A	0.26		
U172728B	1.12		1.12
U172728C	0.08		
U172733A	5.01		5.03
U172733B	3.23		3.23
U172733C	1.61		
U172734A	0.71		
Total Unauthorized Routes	19.63	0	9.38
Total Routes	47.12	14.7	19.79
Unroaded Motorized Routes			
U172728A	0.05		
U141-18ZG	0.32		
U141-18ZS	1.52		
U141-18ZT	0.77		
Total Unroaded Routes	2.66	0.00	0.00
Total Motorized Routes			
60177	6.08	6.08	6.08
60189	0.26		
60189-a	0.23		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
60223			0.16
60275	0.8	0.8	0.78
60279	0	0	0
6111	12.3		
6190	2.72	2.72	
6244	0.88	0.88	
6343	3.79	3.79	2.96
64018	0.12	0.12	0.12
64019	0.31	0.31	0.31
Total System Routes	27.49	14.7	10.41
U06-08A	0.13		
U141-18ZG	0.88		
U141-18ZK	0.24		
U141-18ZM	0.62		
U141-18ZN	0.28		
U141-18ZO	0.12		
U141-18ZP	0.18		
U141-18ZQ	0.19		
U141-18ZS	1.90		
U141-18ZT	1.14		
U162707A	0.02		
U162709A	0.10		
U162709B	1.71		
U162710A	1.28		
U162716C	1.26		
U162833A	0.16		
U172708A	0.01		
U172728A	0.31		
U172728B	1.12		1.12
U172728C	0.08		
U172733A	5.01		5.03
U172733B	3.23		3.23
U172733C	1.61		
U172734A	0.71		
Total Unauthorized Routes	22.29	0.00	9.38
Total Routes	49.78	14.70	19.79
Number of System Routes	11	8	7
Number of U Routes	24	0	3

Routes	**Alt. 0 Miles**	**Alt. 1 Miles**	**2014 FSEIS Alternative Miles**
Number Total Routes	35	8	3
Number Routes added to the system	NA	0	3

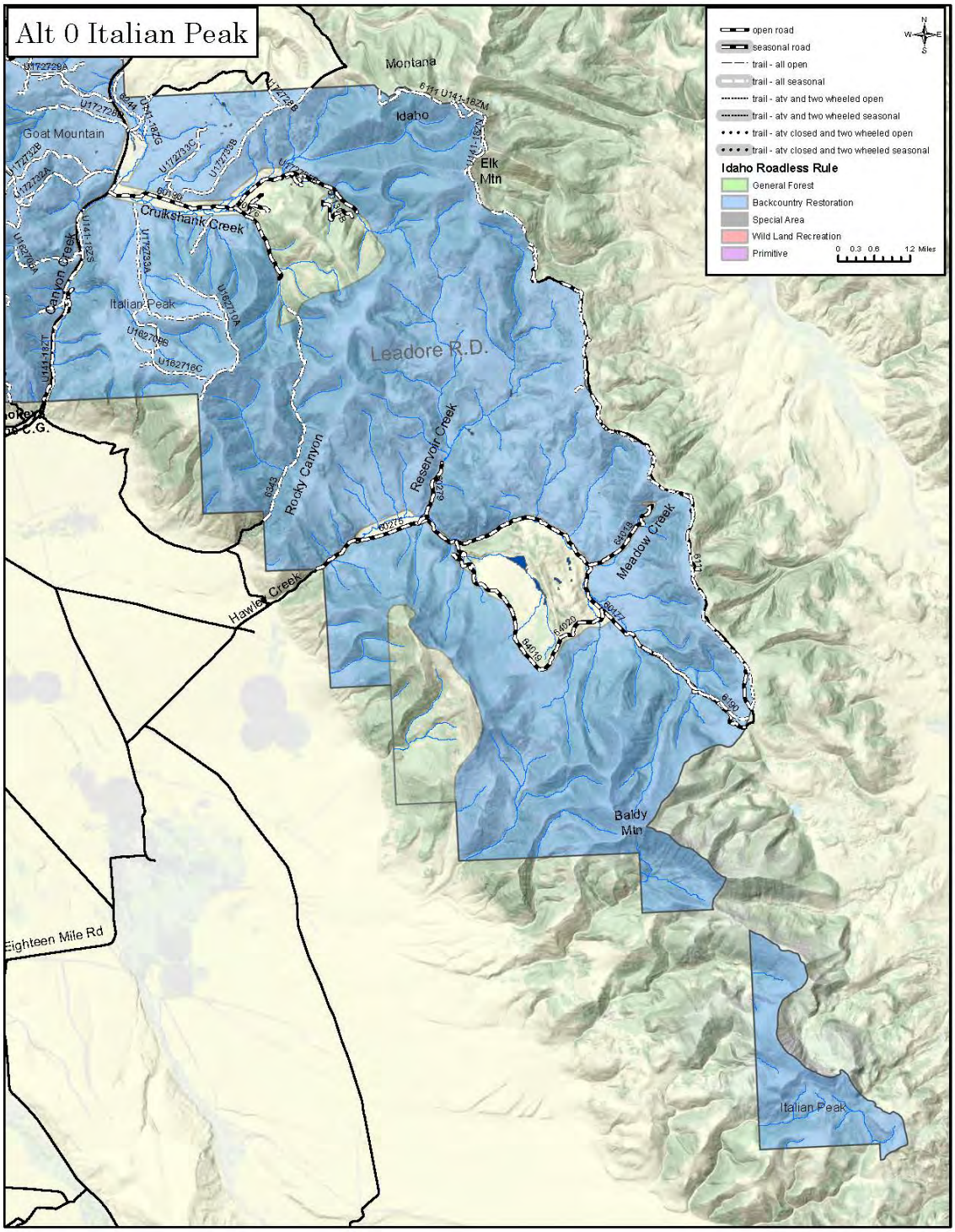

Figure A 25. Italian Peak Alternative 0

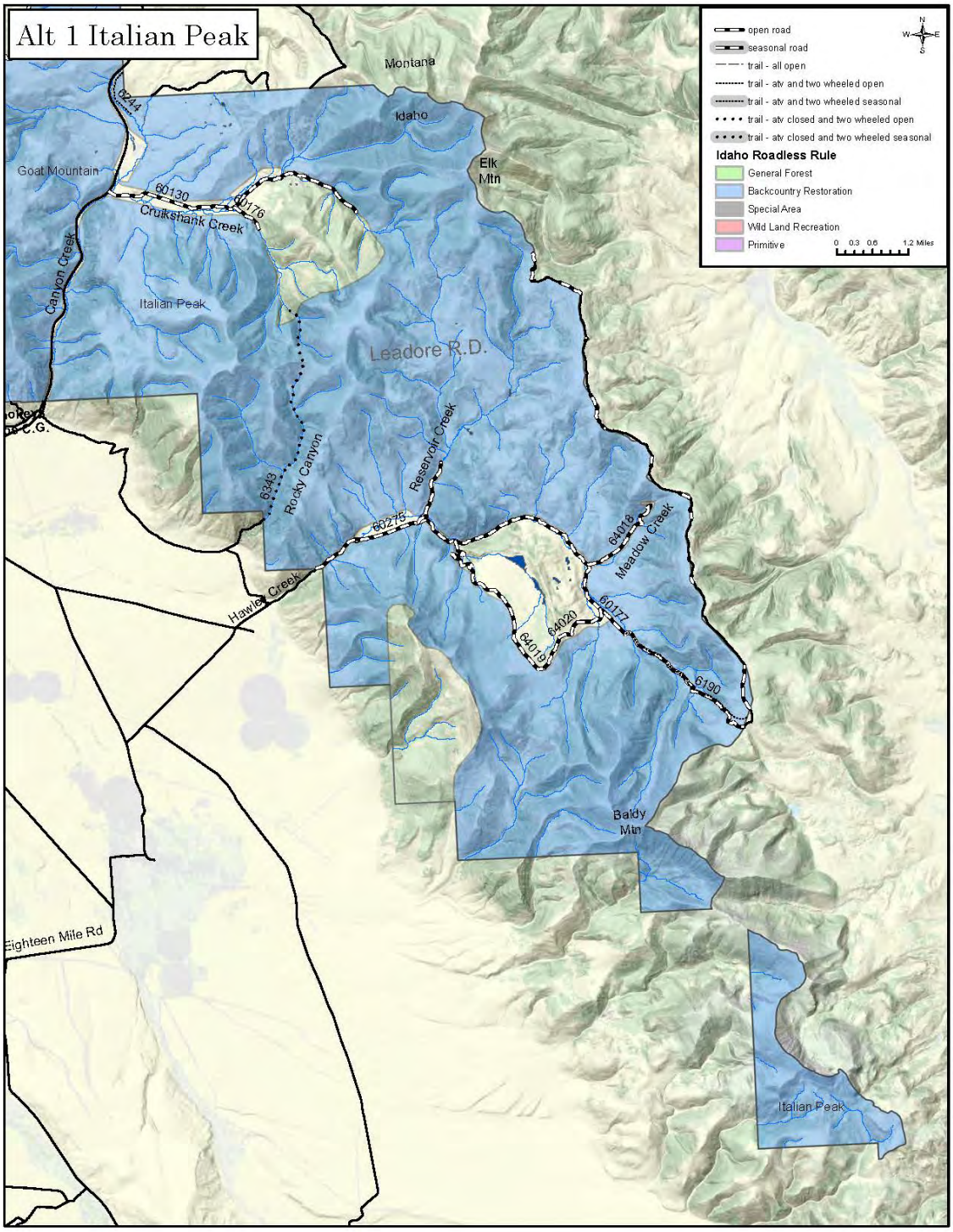

Figure A 26. Italian Peak Alternative 1

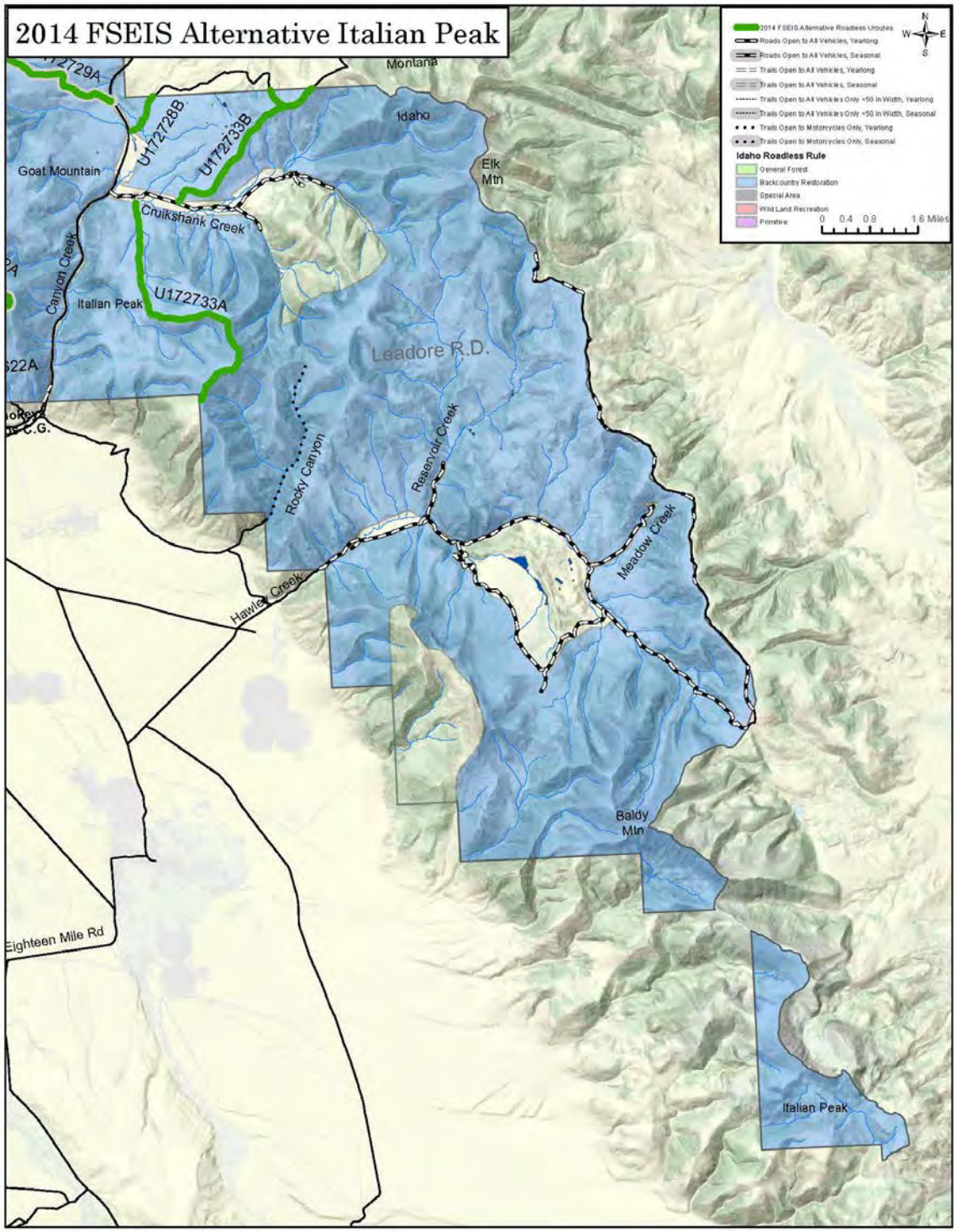

Figure A 27. Italian Peak 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table 52 and Figure 27.

Table A 39. Italian Peak roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	stable	Routes are OHV trails in the northwestern portion of the roadless area and connect to routes on adjacent BLM administered lands to the north and south. Several drainages occur in the area. A mixture of limestone, quartzite, and volcanic rocks forms the bedrock, producing soils with textures ranging from loamy clays to loamy sands. Much of the country is covered with sagebrush and grass. The area is located in the headwaters of the Lemhi River and includes portions of the Canyon Creek drainage, Hawley Creek drainage and several small intermittent streams which contribute directly to the Lemhi River. Generally, water yield is low to moderate and is used extensively for irrigation. No impacts occurring to water quantity and quality for stream segments diverted downstream for private land agriculture irrigation systems. Effects from routes to soil, water and air resources are indirect and minimal in part from reduced route density.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/Improving	The area contains four streams with significant resident fisheries. Several other streams support populations of resident rainbow, cutthroat and rainbow-cutthroat hybrid trout. Divide Lake provides excellent trout habitat. Inherent vegetative diversity and a wide range of elevation make this area important to many wildlife species. Elk calving and mule deer fawning areas are located in the upper portion of the Cruikshank and Hawley Creek drainages, as are important riparian areas for small birds and mammals. This area contains both key big game winter and summer range. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Sensitive westslope cutthroat trout habitat overlaps this roadless area. Streams from the area are tributary to the Lemhi river where threatened Chinook salmon, bull trout and steelhead are present. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, pygmy rabbit, bald eagle, northern goshawk, three-toed woodpecker, sage grouse, great gray owl, and spotted frogs. Whitebark pine and Lemhi penstemon, Region 4 sensitive plant species occur in the area. Minimal impact to TES species or habitats
Primitive and semi-primitive classes of recreation	Yes	Stable/Improving	Routes are OHV trails in the northwestern portion of the roadless area and connect to routes on adjacent BLM administered lands to the north and south. Routes are within the Backcountry Restoration management classification. The area has significant size and good distance from core to perimeter, significant amounts of topographic and vegetative screening and there are some permanent off-site intrusions, all of which result in a high opportunity for solitude. Due to these factors and moderate amounts of diversity, the opportunity for primitive recreation is high. Opportunities for challenging experiences or encountering serious hazards are high. The Italian Peaks offer challenging technical climbing and contain many of the highest peaks in Idaho. Recreation use includes hunting, fishing, backpacking, horseback riding, trail bike riding, snowmobiling, and off-highway vehicle use. Recreation use of this roadless area is expected to increase as implementation of the Continental Divide National Scenic Trail proceeds. Routes diminish the primitive character and opportunity for solitude to a minor degree in the northwest portion of the area. This influence is much like the effects already present with existing open routes that traverse and follow the perimeter of other parts of the roadless area. Reduction in routes compared to the existing Travel Plan has resulted in improvement.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Landscape character and integrity	No	Stable	Several drainages occur in the area. Elevations range from 6,800 feet to over 11,393 feet at Scott Peak. The area forms the western slope of the Continental Divide and is the northern extension of the basin and range topography found in Utah and Nevada. Glaciation has formed rocky ridges and high peaks with broad U-shaped canyons in the headlands of the drainages. Steep canyon walls with rock outcroppings are typical of the lower elevation topography. A mixture of limestone, quartzite, and volcanic rocks forms the bedrock, producing soils with textures ranging from loamy clays to loamy sands. Much of the country is covered with sagebrush and grass. Douglas-fir and limber pine occurs throughout the lower elevations, with lodgepole pine and some whitebark pine occurring on the higher elevations. The majority of the area is essentially natural appearing. Man's influence on the natural integrity of this roadless area has been low, with the exception of the mining that occurred in the late 1880's at the Viola Mine. The routes do not detract from the overall character; the routes are not located in areas of outstanding scenery and do not further detract from the area's natural appearance or integrity.
Traditional cultural properties and sacred sites	No	Stable	Prehistoric and historic cultural resources are known to exist in this roadless area, but their significance has not been determined. No impact anticipated
Other locally unique characteristics	No	Stable or None	The Continental Divide Trail runs along the eastern perimeter for 10.4 miles. This area contains some outstanding scenery, particularly in the high divide country. Routes are not within areas of outstanding scenery, and would not impact the Continental Divide Trail. No Impact.

Jumpoff Mountain Roadless Area (14,449 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Jumpoff Mountain Roadless Area was assigned to Management Areas 12, Arco Hill (14,357 acres) and 15, South Lost River (92 acres). Motorized routes are located in this management area.

- 12 Arco Hill – The management area will remain essentially undeveloped.
- 15 South Lost River – The management area will provide a mix of resource activities and opportunities primarily in the resources of wildlife, range, timber, and dispersed recreation.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

The Jumpoff Mountain Idaho Roadless Area contains 9.42 miles of motorized routes. There are 3.87 miles of system routes and 5.56 miles of unauthorized routes. No motorized restrictions were in place in the roadless area in the previous travel plan; the entire area was open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Jumpoff Mountain Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 40. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (14,449 acres)	System Routes	4.42	3.87	2.44
	U Routes	4.99	0.00	0.24
Total Miles		9.42	3.87	2.69

Unroaded Lands: There are unroaded lands contiguous to the Jumpoff Mountain Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 42). A total of 5.11 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Jumpoff Mountain Roadless Area is located about 10 air miles northeast of Arco, Idaho and is on the Lost River Ranger District.

Natural Integrity (Natural and Undeveloped): The Jumpoff Mountain Roadless Area contains 9.42 miles of existing motorized routes in the inventoried roadless area consisting of 3.87 miles of system motorized routes and 5.56 miles of unauthorized routes, and 5.11 miles of unauthorized routes are located on lands contiguous to the area. This area was open to motorized cross-country travel in the original travel plan. The topography of the area is generally steep and rough. It has deeply etched canyons and numerous limestone formations. Most canyon bottoms are relatively flat with mild gradients at the lower elevations, but rise abruptly a short distance above the mouth as a result of past faulting. The higher elevations are characterized by gentler sagebrush/grass slopes interspersed with stringers of Douglas-fir and whitebark pine. This area is classified as a sagebrush steppe ecosystem.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): There are numerous old wagon roads, now used by 4-wheel drives, which originated as wood roads for firewood and cabin logs. These roads access the area from the Little Lost and Big Lost River Valleys. Opportunity for primitive recreation and solitude is limited. There are few, if any challenging experiences. The motorized routes provide access for bird and big game hunting, however recreation use is low.

Special Features: The area is generally dry and does not have significant scenic attractions.

Manageability: The Jumpoff Peak Road intrudes into the area. Only a small part of the area boundary coincides with topographic features. Most of it follows the forest boundary and would be difficult to manage as a wilderness boundary. There is little opportunity to change the boundaries to improve manageability.

Environmental Effects

Table A 41. Direct/indirect effects comparison of alternatives

Jumpoff Mountain Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		27	7	11
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	14,449	0	0
	Miles of System Routes	3.85	3.85	2.43
	Miles of U Routes	9.84	0.00	1.70
	Total Miles of Routes	13.69	3.85	4.13
	Acres of Dispersed Camping	14,449	647	365
Solitude	Acres Not Supporting Solitude	11,080	10,036	9,043
Special Features and Values	Routes Affecting Special Features	None	None	None
Manageability		The boundaries follow the forest boundary rather than topographic features, there is little opportunity to modify the boundary, and management as wilderness would be difficult		

Direct/Indirect Effects of Alternative 0

The existing level of motorized travel under Alternative 0 differs from the existing condition in this area. 3.85 miles of system routes would be open to motorized use and 9.84 miles of unauthorized routes would be available. This is 4.28 miles more unauthorized routes than are available in the existing condition. This is due to several of the previously unauthorized routes being designated for motorized use. The entire 14,449 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. This potential is considered to be low since most of the area is steep and rough. The boundaries that follow the forest boundary rather than topographic features would be difficult to modify, this area would be difficult to manage as wilderness.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 3.85 miles of system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The 14,449 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. Alternative 1 designates fewer miles of motorized routes in the area than the No Action alternative; this would enhance the natural and undeveloped character of this area. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 647 acres due to existing routes in and outside of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area.

The opportunity for solitude would improve with the reduced number of routes available for motorized use, and closing the area to cross-country travel. 10,036 acres along existing routes outside of the roadless area would not support solitude in the roadless area.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. The boundaries that follow the forest boundary rather than topographic features would be difficult to modify, this area would be difficult to manage as wilderness.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 2.43 miles of system routes and 4.19 miles of unauthorized routes. The 14,449 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effects from motorized travel.

The Natural Integrity would remain intact. The 2014 FSEIS Alternative designates fewer miles of motorized routes in the area than the No Action alternative, although slightly more miles than Alternative 1, this would enhance the natural and undeveloped character of this area. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 365 acres in the roadless area due to existing routes along the boundary and in the roadless area that provide a 300’ dispersed camping corridor that intrudes into the

roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area.

The opportunity for solitude would improve with the reduced number of routes available for motorized use, and closing the area to cross-country travel. 9,043 acres along existing routes outside of the roadless area would not support solitude in the roadless area.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. The boundaries that follow the forest boundary rather than topographic features would be difficult to modify, this area would be difficult to manage as wilderness.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 42. Jumpoff Mountain roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40562	0.29	0.29	0.29
40565	0.32	0.32	
40566	0.21	0.21	0.21
40567	1.1	1.1	
40573	0.11	0.11	0.11
40736	1.79	1.79	1.79
Total System Routes	3.85	3.85	2.43
U052701D	0.57		
U052712A	1.04		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U052807A	0.03		
U052807B	0.61		
U052810A	0.38		
U052817A	0.05		
U052826D	0.71		
U062736B	0.1		
U062831A	0.2		
U141-20BL	0.18		
U141-20CJ	0.79		
U51-03B	0.66		
U80-6	0.24		0.24
Total Unauthorized Routes	5.56	0	0.24
Total Roadless Routes	9.41	3.85	2.67
Unroaded Motorized Routes			
U052701B			0.31
U052701BG	0.87		
U052701C	0.21		0.21
U052701D	0.63		
U052712A	0.03		
U052807A	0.26		
U052807B	0.03		
U052810A	0.07		
U052817A	0.34		0.34
U062736B	0.34		
U141-20BK	0.25		
U141-20BL	0.02		
U141-20BQ	0.43		
U141-20BW	0.29		
U141-20BX	0.32		
U141-20CJ	0.03		
U51-03B	0.07		
U80-6	0.08		0.08
U-LR-F-066			0.43
UR-LR-A019			0.10
Total Unroaded Routes	4.28	0.00	1.47
All Unroaded = 5.11			
Total Motorized Routes			
40559	0.03	0.03	0.03

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
40562	0.29	0.29	0.29
40565	0.32	0.32	
40566	0.21	0.21	0.21
40567	1.10	1.10	
40573	0.11	0.11	0.11
40736	1.79	1.79	1.79
Total System Routes	3.85	3.85	2.43
U052701D	0.57		
U052701B			0.31
U052701BG	0.87		
U052701C	0.21		0.21
U052701D	0.63		
U052712A	1.07		
U052807A	0.29		
U052807B	0.64		
U052810A	0.45		
U052817A	0.39		0.34
U052826D	0.71		
U062736B	0.44		
U062831A	0.20		
U141-20BK	0.25		
U141-20BL	0.20		
U141-20BQ	0.43		
U141-20BW	0.29		
U141-20BX	0.32		
U141-20CJ	0.82		
U51-03B	0.73		
U80-6	0.32		0.32
U-LR-F-066			0.43
UR-LR-A019			0.10
Total Unauthorized Routes	9.84	0.00	1.70
Total Routes	13.69	3.85	4.13
Number of System Routes	7	7	5
Number of U Routes	20	0	6
Number Total Routes	27	7	11
Number Routes added to the system	NA	0	6

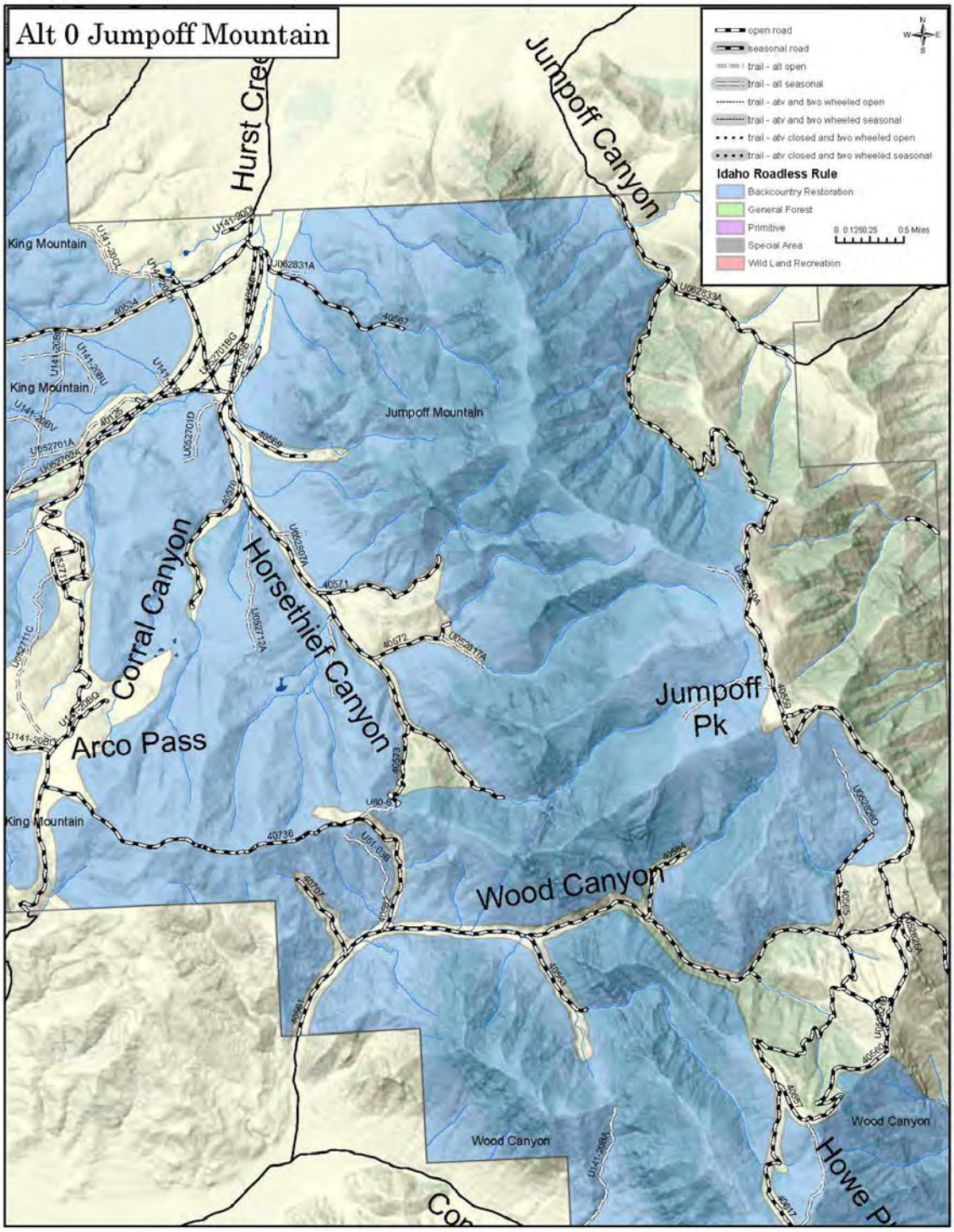

Figure A 28. Jumpoff Mountain Alternative 0

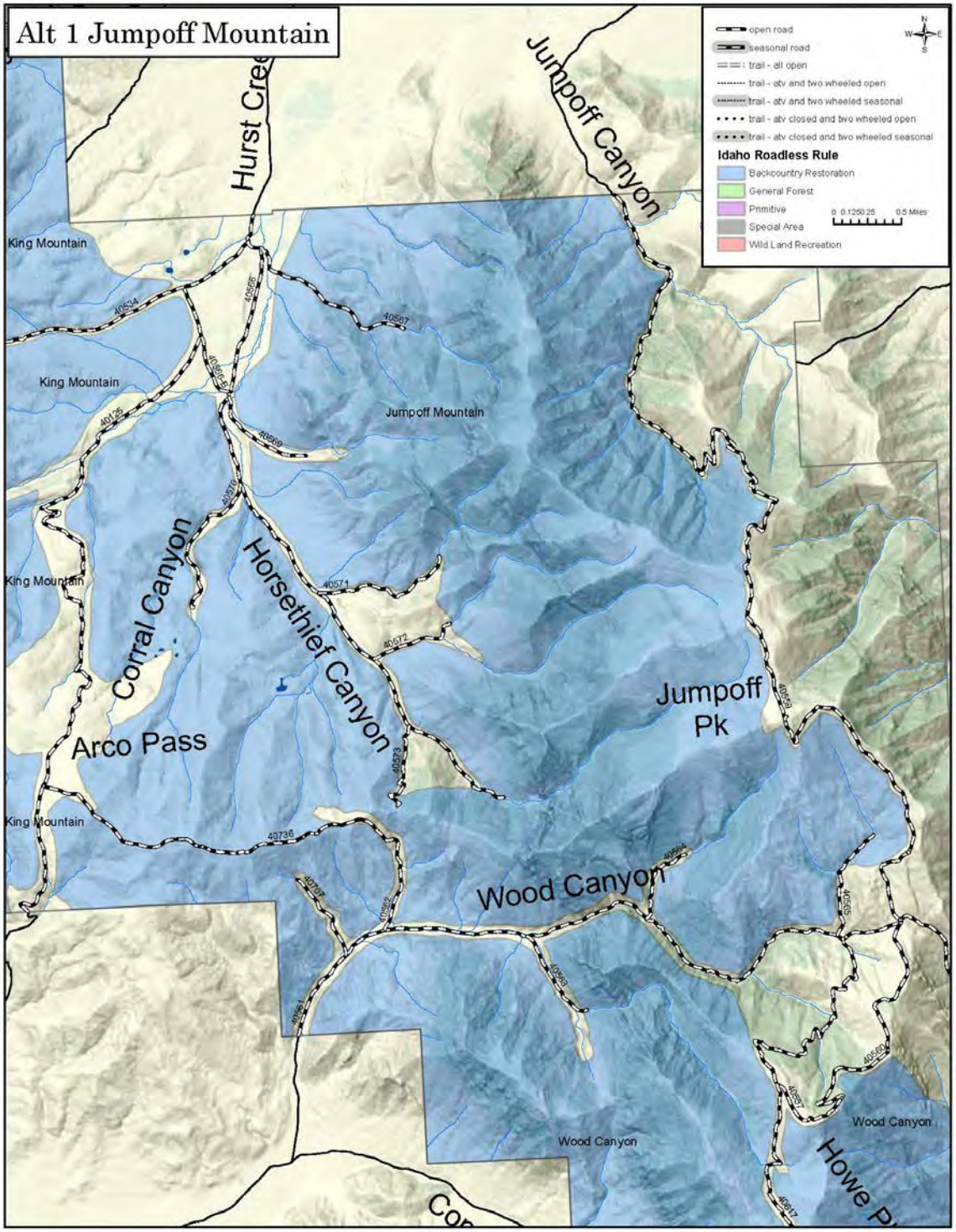

Figure A 29. Jumpoff Mountain Alternative 1

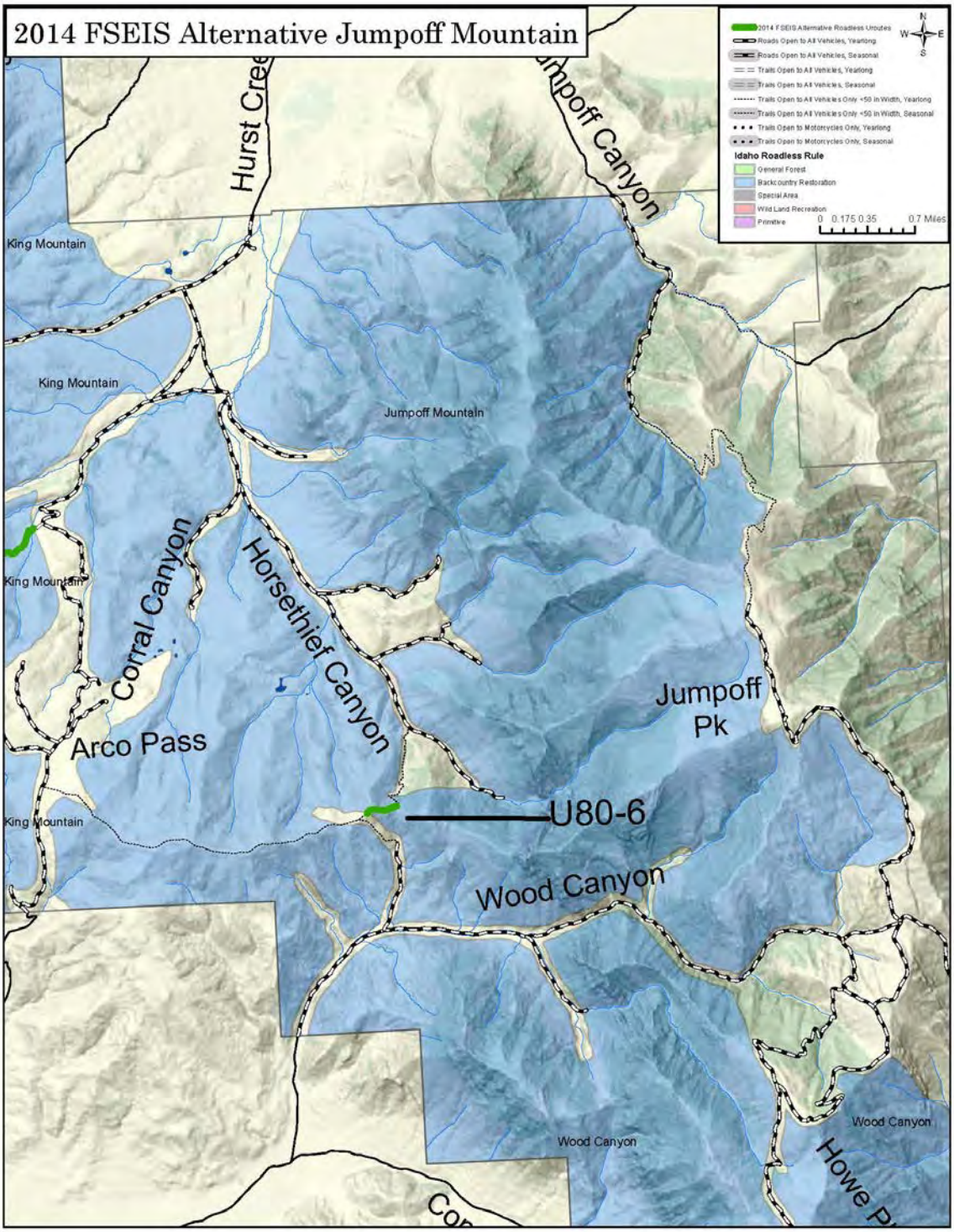

Figure A 30. Jumpoff Mountain 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 42 and Figure A 30.

Table A 43. Jumpoff Mountain roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving	The two previously unauthorized routes are in the Lower Little Lost River (low route density) and have moderate to high erosion potential but are not within 300 feet of water quality impaired streams. Complies with Forest Plan standards for soil and watershed resources (Soils Specialist Report AR033192, p.69; Watershed Specialist Report AR031889, Appendix B), vegetation and other forest resources.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	Yes	Stable, Improving	The area has moderate diversity of wildlife habitat that supports small populations of mule deer and good populations of sage grouse and pronghorn antelope. There is potential for increasing populations of mule deer, pronghorn antelope, and sage grouse. Structural development of watering sources for wildlife use is needed to assist this growth. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Decreased route densities and increase secure areas minimize harassment of wildlife.
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable/ Improving	Region 4 sensitive species include gray wolf, bighorn, pygmy rabbit, bald eagle, peregrine falcon, three-toed woodpecker, sage grouse, and spotted frogs. Whitebark pine, a sensitive plant species, occurs in this roadless area. TES species are unimpacted by routes analyzed. Reduces route densities over other alternatives increases secure areas within the IRA thus reduced effect of motorized use on deer and antelope.
Primitive and semi-primitive classes of recreation	Yes	Stable	Routes located near perimeters open road corridors within the interior of the roadless area. U80-6 route is a connector for routes originating on adjacent BLM administered lands and provides a loop opportunity and hunting access in the area. This connector also creates an alignment of routes that bisects the IRA area. Although this is consistent with the area emphasis for dispersed recreation, it eliminates any core area of size absent of motorized route influence. Opportunity for primitive recreation and solitude remains limited with few, if any, challenging experiences.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Landscape character and integrity	No	Stable or None	Classified as a sagebrush steppe ecosystem, the area is generally dry and does not have significant scenic attractions nor attract much recreation use. Recreation use is light, consisting primarily of big game and bird hunting, and off-road vehicle use. No impact.
Traditional cultural properties and sacred sites	No	Stable or None	There are numerous old wagon roads, now used by 4-wheel drives which originated as wood roads for firewood and cabin logs. There are no sites identified for historic or scientific study. The area was believed to have had a high concentration of prehistoric hunting camps. There is good potential for identifying these sites, rock shelters, pictographs, etc. There is insufficient information, at present, available to evaluate and determine the overall significance of the historical/archaeological resources of this area. No impact anticipated.
Other locally unique characteristics	No	Stable or None	No Impact

King Mountain Roadless Area (87,236 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The King Mountain Roadless Area was assigned to Management Area 15, South Lost River (87,234 acres). Four acres of Management Area 16 Borah Peak were mapped in GIS and are considered mapping errors. The analysis is completed to only include Management Area 15 South Lost River. Motorized routes are located in this management area.

- 15 South Lost River – The management area will provide a mix of resource activities and opportunities primarily in the resources of wildlife, range, timber, and dispersed recreation.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

The King Mountain Idaho Roadless Area contains 43.67 miles of motorized routes. There are 8.31 miles of system routes and 35.36 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 1,512 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the King Mountain Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 44. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (87,236 acres)	System Routes	8.32	8.32	12.1
	U Routes	4.73	8.31	1.00
Total Miles		13.04	8.31	13.10

Unroaded Lands: There are unroaded lands contiguous to the King Mountain Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report Table A 46). A total of 9.03 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The King Mountain Roadless Area is 11 miles east of Mackay, Idaho, on the Lost River Ranger District. It covers 87,200 acres of National Forest System lands. The area is accessed by roads

and trails from the Little Lost and Big Lost River Valleys. The terrain is very rough in the central portions of the area, but grades into mild slopes on the northwestern and southwestern ends. Long, winding canyons are lined with limestone ledges with numerous caves. The area is rich in past Indian cultures and activities.

Natural Integrity (Natural and Undeveloped): The King Mountain Roadless Area contains a total of 43.67 miles of motorized routes in the roadless area consisting of 8.31 miles of system motorized routes and 35.36 miles of unauthorized motorized routes, and 9.03 miles of unauthorized routes are located on lands contiguous to the area. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 1,512 acres being open to cross-country travel. The area is classified as part of the western spruce-fir ecosystem in the Rocky Mountain Region. There are several roads which intrude into the area. These are in Elbow Canyon, North Fork of Deer Creek, Briggs Canyon, Cedarville Canyon, and Buck and Bird Canyons. There is an electronic site near Sunset Peak and private and state-owned inholdings near Ramshorn Canyon.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): There are large acreages of rugged back country. This may appeal to individuals favoring large wildernesses.

Special Features: The second largest natural bridge in Idaho is in this roadless area. Along the western boundary the roadless area contains portions of Pass Creek, which is eligible for classification in the Wild and Scenic River System.

Manageability: This large area is delineated mostly by the forest boundary which does not follow topographic features. The intrusions could be eliminated by modifying the roadless area boundary. Some of these could be delineated along topographic features if areas larger than the impacted sites were excluded. Present roadless area boundaries would be difficult to manage as wilderness.

Environmental Effects

Table A 45. Direct/indirect effects comparison of alternatives

King Mountain Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		29	11	28
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	1,512	0	0
	Miles of System Routes	8.32	8.32	12.1
	Miles of U Routes	10.49	0.00	4.26
	Total Miles of Routes	18.81	8.32	16.36
	Acres of Dispersed Camping	2,551	1,113	1,120
Solitude	Acres Not Supporting Solitude	27,333	26,185	29,237
Special Features and Values	Routes Affecting Special Features Natural Bridge Pass Creek EWSR	Natural Bridge: none Pass Creek EWSR: 4195	Natural Bridge: none Pass Creek EWSR: 4195	Natural Bridge: none Pass Creek EWSR: none
Manageability		Present roadless area boundaries would be difficult to manage as wilderness		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs substantially from the existing condition in this area. 8.32 miles of system routes would be open to motorized use and 10.49 miles of unauthorized routes would be available. This is 24.86 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. 1,512 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. Due to the rugged terrain and difficulty of cross-country travel, this potential is considered low. Boundaries could be modified to exclude intrusions and to follow topographic features along the northern and eastern boundaries; present roadless area boundaries would be difficult to manage as wilderness.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 8.32 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

There are several routes that protrude into the roadless area along the east and west boundaries, primarily in canyons and drainages. These intrusions may impact the natural integrity of the area, however this is a large area and there are opportunities to modify the boundaries to follow topographic features that would eliminate the intrusions from the roadless area and enhance natural integrity. The closure of all unauthorized routes and cross-country travel would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 1,113 acres along designated routes both in the roadless area and along the boundary that provide

a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the steep terrain.

The effects from motorized routes in and along the boundaries of this area may slightly impact opportunities for solitude, however this is a large area and there are many acres of rugged backcountry that provide opportunities for solitude. 26,185 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. The designated routes and roads along the boundary provide access for primitive recreation activities such as hunting.

The Pass Creek EWSR – recreational corridor runs along the western boundary of the roadless area. A portion of one system route is in this river corridor. The system route that runs along the boundary of the roadless area is also in the EWRS river corridors. This segment is an eligible “recreational” river segment where road access is compatible with the designation. The second largest natural bridge in Idaho is also located along the southern boundary of this roadless area. No existing or unauthorized routes are located near the arch, no impacts are anticipated.

Boundaries would not change and unroaded areas would remain the same. Boundaries could be modified to exclude intrusions and to follow topographic features along the northern and eastern boundaries; present roadless area boundaries would be difficult to manage as wilderness.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 12.1 miles of existing system routes and 4.26 miles of unauthorized routes. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

There are several routes that protrude into the roadless area along the east and west boundaries, primarily in canyons and drainages. These intrusions may impact the natural integrity of the area, however this is a large area and there are opportunities to modify the boundaries to follow topographic features that would eliminate the intrusions from the roadless area and enhance natural integrity. The 2014 FSEIS Alternative designates more miles of motorized routes in the roadless area than Alternative 1, but slightly fewer miles than the No Action Alternative. The closure of all unauthorized routes and cross-country travel would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 1,120 acres along designated routes both in the roadless area and along the boundary that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the steep terrain.

The effects from motorized routes in and along the boundaries of this area may slightly impact opportunities for solitude, however this is a large area and there are many acres of rugged backcountry that provide opportunities for solitude. Solitude would not be supported on 29,237 acres along the designated routes in and along the boundary of the roadless area. The designated routes and roads along the boundary provide access for primitive recreation activities such as hunting.

The Pass Creek EWSR – recreational corridor runs along the western boundary of the roadless area. No routes are located in this river corridor in the 2014 FSEIS Alternative. The system road that runs along the boundary of the roadless area is in the EWRS river corridor. This segment is an eligible “recreational” river segment where road access is compatible with the designation.

No impacts to the EWSR are anticipated. The second largest natural bridge in Idaho is also located along the southern boundary of this roadless area. No existing or unauthorized routes are located near the arch, no impacts are anticipated.

Boundaries would not change and unroaded areas would remain the same. Boundaries could be modified to exclude intrusions and to follow topographic features along the northern and eastern boundaries; present roadless area boundaries would be difficult to manage as wilderness.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 46. King Mountain roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40416			0.07
40421	0.76	0.76	0.76
40423			1.38
40527			0.01
40531			0
40533	0.05	0.05	
40616			1.52
40684	0.75	0.75	0.75
40685	0.23	0.23	0.23
40687	1.42	1.42	1.42
40704			0.59
40705	1.26	1.26	0.63

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
40706	0.47	0.47	0.12
40729			0.01
4094	1.14	1.14	1.67
4191	1.07	1.07	
4192	0.53	0.53	0.47
4195	0.64	0.64	
4343			0.09
Total System Routes	8.32	8.32	12.1
U052701A	0.32		
U052711A	0.75		0.76
U052711C	0.64		
U53-01F			0.24
U141-20BI	0.08		
U141-20BS	1.73		
U141-20BT	0.31		
U141-20BU	0.46		
U141-20BV	0.28		
U141-20CH	0.15		
U141-20CL	0.01		
Total Unauthorized Routes	4.73	0.00	1.00
Total Routes	13.05	8.32	13.10
Unroaded Motorized Routes			
U052701A	0.74		
U052702A	1.21		
U052711A			0.08
U052711A	0.08		
U052711B	0.52		
U052711C			0.74
U052711C	0.88		
U072609A			0.06
U141-20BH	0.28		
U141-20BI	0.05		
U141-20BJ	0.09		
U141-20BO	0.48		
U141-20BP	0.07		
U141-20BS	0.17		
U141-20BY	0.09		
U141-20CH	0.39		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-20CL	0.46		
U141-20DL	0.26		
U-LF-059			0.03
U-LR-F-060			0.68
U-LR-F-067			1.10
U-LR-F-102			0.26
U-LR-F-111			0.16
U-LR-F-117			0.14
Total Unroaded Routes	5.76	0.00	3.27
All Unroaded = 9.03			
Total Motorized Routes			
40277			2.38
40416			0.07
40421	0.76	0.76	0.76
40423			1.38
40527			0.01
40531			0
40533	0.05	0.05	
40616			1.52
40684	0.75	0.75	0.75
40685	0.23	0.23	0.23
40687	1.42	1.42	1.42
40704			0.59
40705	1.26	1.26	0.63
40706	0.47	0.47	0.12
40729			0.01
4094	1.14	1.14	1.67
4191	1.07	1.07	
4192	0.53	0.53	0.47
4195	0.64	0.64	
4343			0.09
Total System Routes	8.32	8.32	12.1
U052701A	1.06		
U052702A	1.21		
U052711A	0.83		0.84
U052711B	0.52		
U052711C	1.52		0.74
U072609A			0.06

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-20BH	0.28		
U141-20BI	0.13		
U141-20BJ	0.09		
U141-20BO	0.48		
U141-20BP	0.07		
U141-20BS	1.90		
U141-20BT	0.31		
U141-20BU	0.46		
U141-20BV	0.28		
U141-20BY	0.09		
U141-20CH	0.54		
U141-20CL	0.47		
U141-20DL	0.26		
U53-01F			0.24
U-LF-059			0.03
U-LR-F-060			0.68
U-LR-F-067			1.10
U-LR-F-102			0.26
U-LR-F-111			0.16
U-LR-F-117			0.14
Total Unauthorized Routes	10.49	0.00	4.26
Total Routes	18.81	8.32	16.36
Number of System Routes	11	11	17
Number of U Routes	18	0	11
Number Total Routes	29	11	28
Number Routes added to the system	NA	0	14

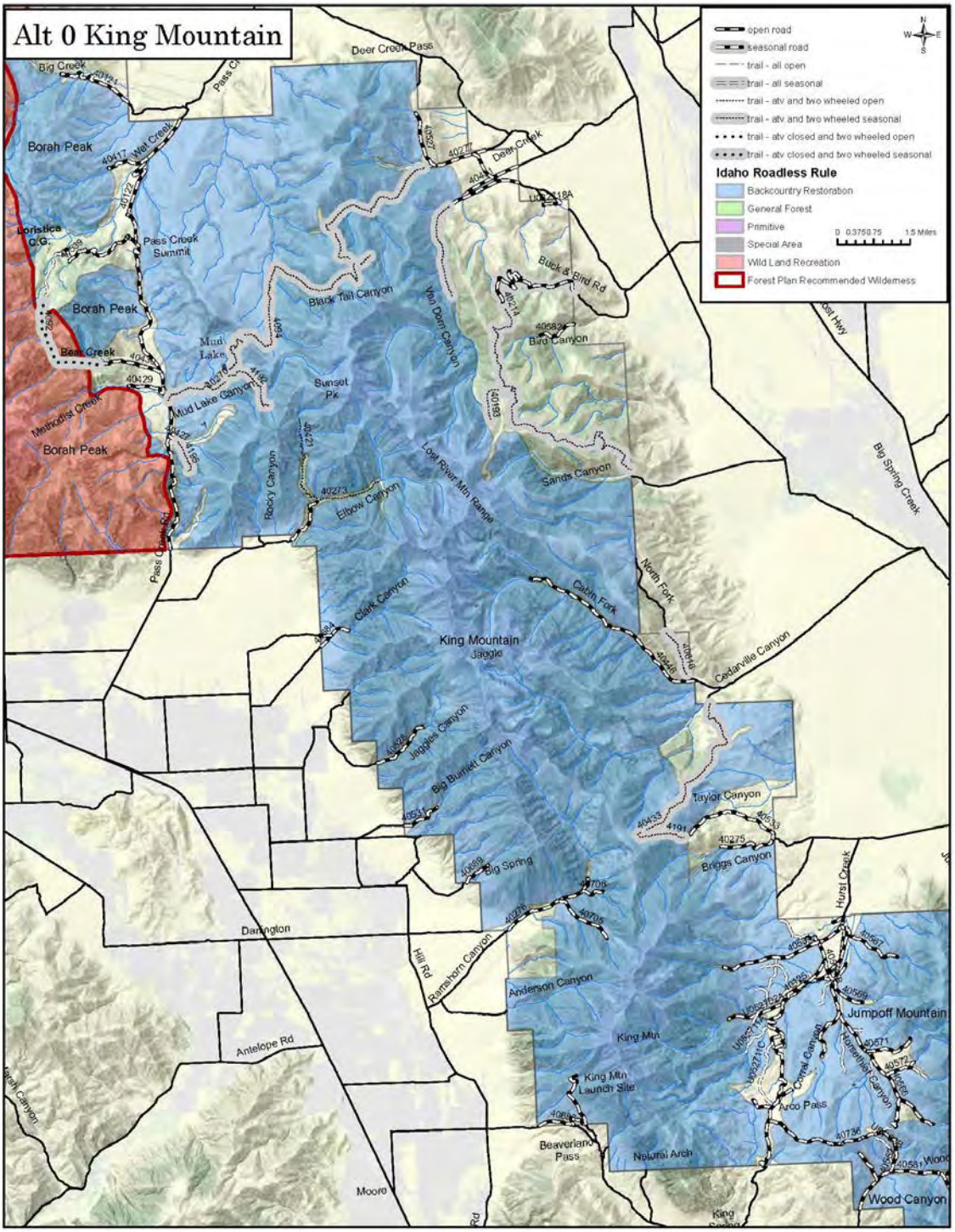

Figure A 31. King Mountain Alternative 0

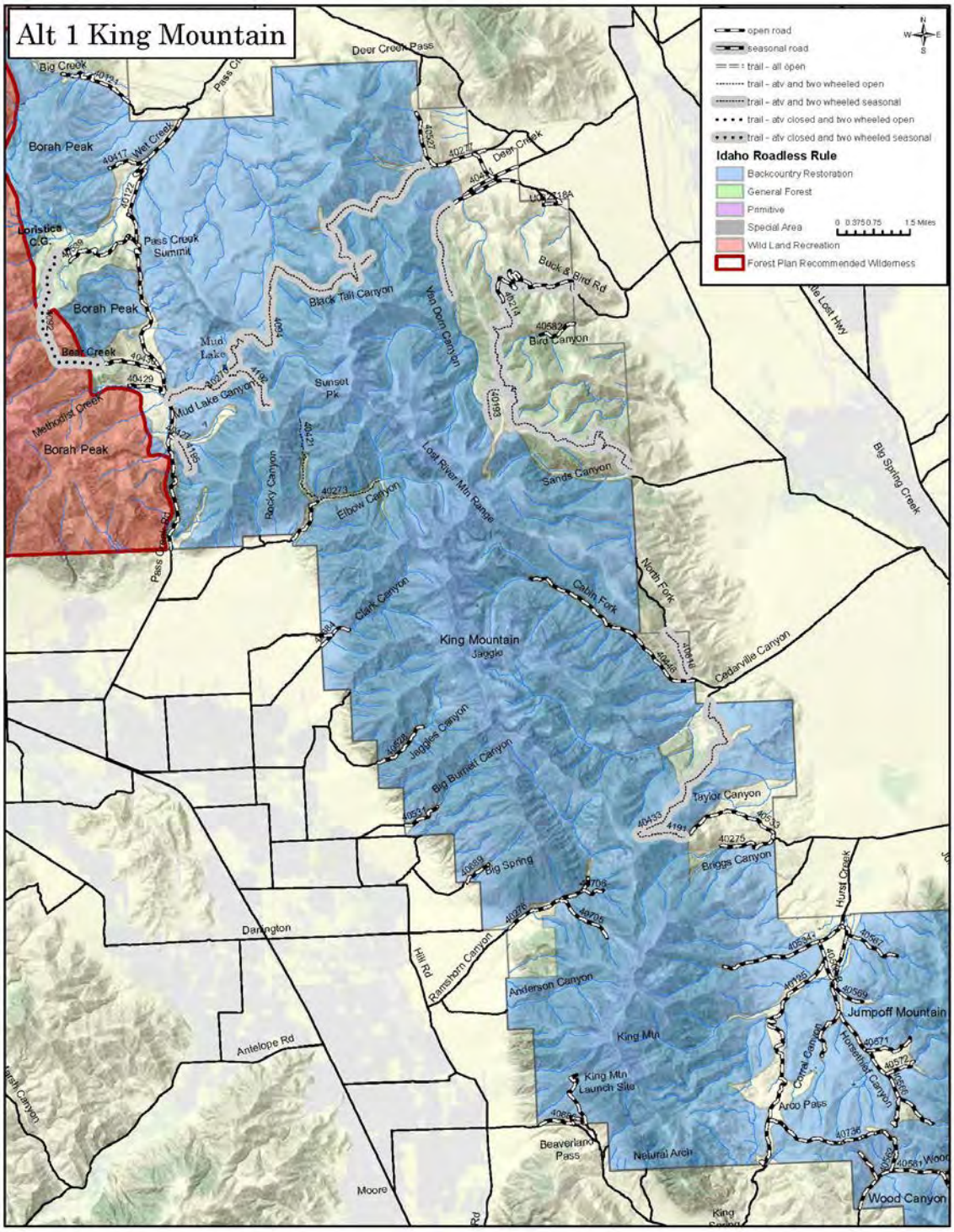

Figure A 32. King Mountain Alternative 1

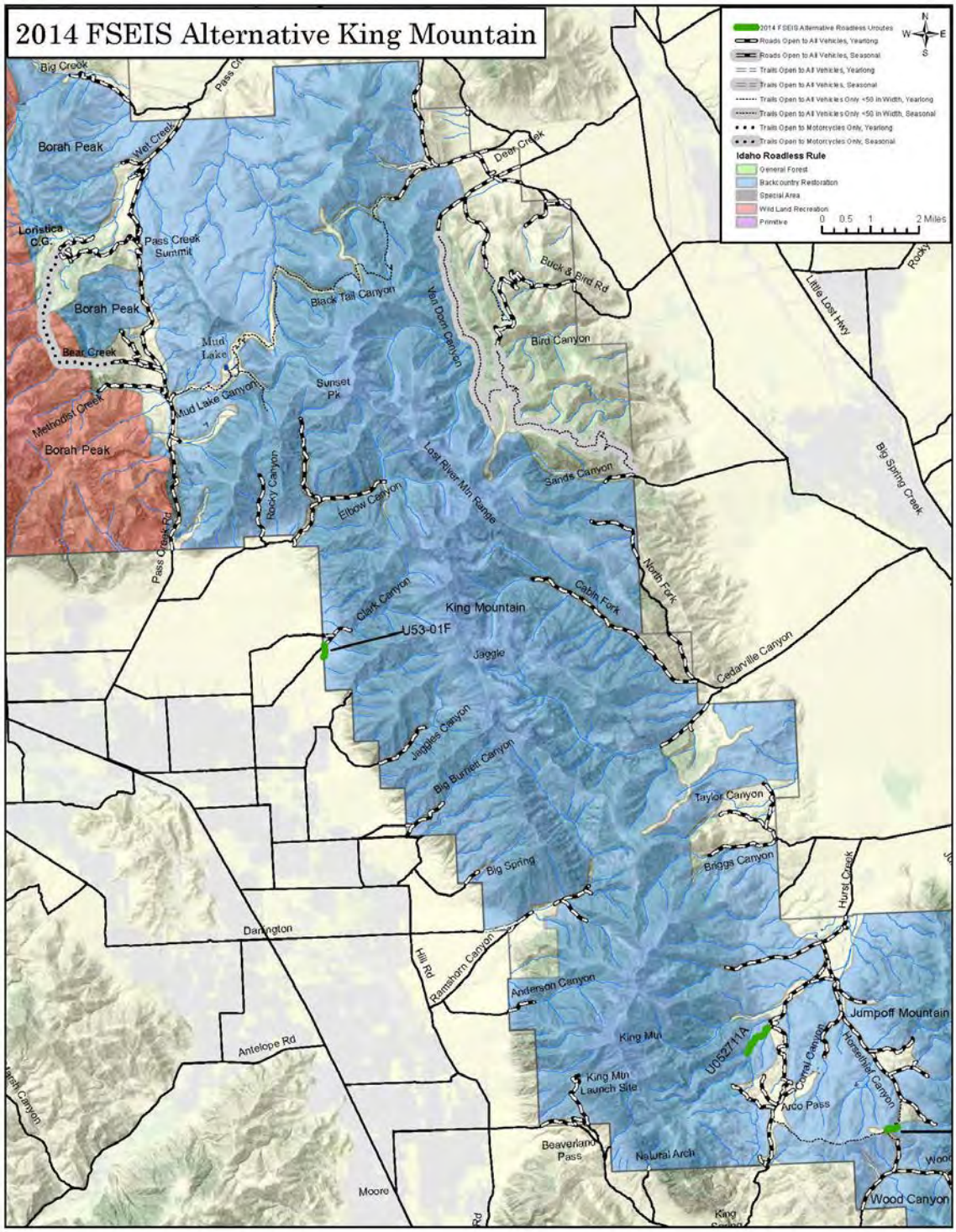

Figure A 33. King Mountain 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 46 and Figure A 33.

Table A 47. King Mountain roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving	Routes are short segment connectors on a dry sagebrush-grass alluvial fans and drainage bottom (U53-01F near Clark Canyon) and rolling foothills (side road terminating at mountain base - U052711A near Arco Pass,). Routes (U-LR-E-102 and U-LR-E-103) are at National Forest boundary corner with BLM and private adjacent to Big Burnett Creek. U072609A route a short segment branching from an open route up a steep, timbered side drainage off of Elbow Canyon. The Preferred Alternative complies with Forest Plan soil and watershed standards and the Clean Water Act. Overall, measurement indicators are reduced in the Middle and Lower Big Lost River 5th field hydrologic units when compared to the No Acton Alternative and Alternative 1. This is expected to minimize impacts to soil and water within this roadless area. The roadless area produces very little water for agriculture. Pass Creek and Wet Creek just outside the northwestern boundary of the roadless area have a very limited fishery. Pass Creek on both the Big and Little Lost River sides of the Lost River Mountain range have diversions for irrigation downstream of the National Forest on BLM and private lands. Routes analyzed do not impact quality and quantity of water for agriculture or fisheries.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	Yes	Improving	Vegetative types include sagebrush-grass and mountain mahogany at the lower elevations with an abrupt transition from Douglas-fir to whitebark pine at high elevations. The back country nature and diversity of vegetation types provide habitat for elk, mule deer, bighorn sheep, pronghorn antelope, and a multitude of other game and non-game animal species. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Analyzed routes are segments of extensive road network present on the gentle terrain of alluvial fans and major tributary drainages at the base of the Lost River Mountain range.
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable	The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, bighorn, fisher, pygmy rabbit, bald eagle, peregrine falcon, three-toed woodpecker, sage grouse, and habitat for wolverines, Townsend big-eared bat, and spotted frogs. Habitat for bull trout, a threatened species, occurs in Wet Creek just outside

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
			the boundary of the roadless area. Whitebark pine, a sensitive plant species, occurs in this roadless area. TES species are unimpacted by routes analyzed.
Primitive and semi-primitive classes of recreation	No	Stable	Routes are located in Backcountry/ Restoration theme area and are primarily connectors or extensions for open roads on adjacent Forest Service and BLM administered lands. All are located near perimeters of roadless area. Roadless area has intrusions of roads in a number of major drainages. There is an electronic site near Sunset Peak and private and state-owned inholdings near Ramshorn Canyon. Opportunity for primitive recreation and solitude is limited. There are large acreages of rugged back country that present challenges for climbing and cross-country travel.
Reference landscapes for research study or interpretation	No	Stable	The second largest natural bridge in Idaho is in this roadless area. Along the western boundary the roadless area contains portions of Pass Creek, which is eligible for classification in the Wild and Scenic River System. No impact to this natural bridge or eligible stream segments from routes analyzed
Landscape character and integrity	No	Stable	Natural integrity is high. The terrain is very rough in the central portions of the area with four mountain peaks over 10,000 feet, but grades into mild slopes on the northwestern and southwestern ends. Long, winding canyons are lined with limestone ledges with numerous caves. As seen from the Big Lost River Valley, it is the southern extent of the Lost River Mountain range that includes Borah Peak.
Traditional cultural properties and sacred sites	No	Stable	The area contains old sawmill sites and pictographs. Several prehistoric archeological sites have been identified in the roadless area. These include pictographs and hunting camps. No specific sites with historical value have been evaluated. Generally, the historic and cultural values in this roadless area have not been identified. Resource unimpacted by routes analyzed.
Other locally unique characteristics	No	Stable	King Mountain within the southwest perimeter of the roadless area just 4.5 miles northeast of the community of Moore is accessed by open road and utilized extensively as a hang glider launch site. World class and national competitive events are staged from this site annually. No impact from routes analyzed.

Lemhi Range Roadless Area (308,532 Acres)

Forest Plan Management Area Direction

The Salmon and Challis Forest Plans established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions. The Lemhi Range Roadless Area is divided between both plans.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon and Challis Plans, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Lemhi Range Roadless Area was assigned to Management Prescriptions 2A (21,889) 2A-1 (66,941 acres), 2B (9,296 acres), 3A-5B (3,183 acres), 4B-3 (3,044 acres), 5B (22,386 acres), 5C (18,386 acres), and 8A (5,204 acres), and Management Areas 20 North Lemhi (127,136 acres) and 22 Sawmill Canyon (27,851 acres). The proposed action would occur in these Management Prescriptions and Areas except Management Prescription 2B.

- 2A – Emphasis is on dispersed recreation activity. Semi-primitive motorized recreation opportunities are featured. Minerals and energy activities, grazing, and vegetative manipulation are allowed. No timber harvest is planned.
- 2A-1 – Emphasis is on dispersed recreation activity. Semi-primitive motorized recreation opportunities are featured. Motorized use is limited to designated routes. Minerals and energy activities, grazing, and vegetative manipulation are allowed. No timber harvest is planned.
- 2B – Emphasis is on dispersed recreation activity Semi-primitive nonmotorized recreation opportunities are featured. Minerals and energy activities, grazing, vegetative manipulation, and snow machine use over snow are allowed. No timber harvest is planned. There are no routes proposed in this area.
- 3A-5B – Emphasis is on aquatic habitat management for anadromous fish species and producing long-term timber outputs through moderate investments in regeneration and thinning.
- 4B-3 – Emphasis is on managing key elk summer range according to the "Elk Habitat Relationships for Central Idaho" guidelines.
- 5B – Emphasis is on producing long-term timber outputs through a moderate level of investment in regeneration and thinning.
- 5C – Emphasis is on producing long-term timber outputs through a low level of investment in regeneration and thinning.
- 8A – Emphasis is to manage nonforested areas to improve soil and vegetative conditions and provide forage for domestic livestock.
- 20 North Lemhi – The Management Area will remain essentially undeveloped.
- 22 Sawmill Canyon – The Management Area will provide a mix of resource activities and opportunities primarily in the resources of wildlife, range, timber, minerals, and dispersed recreation.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the proposed action and alternatives on the wilderness characteristics in the roadless area and any probable expansion of the area.

Existing Condition

The Lemhi Range Idaho Roadless Area contains 243.00 miles of motorized routes. There are 142.79 miles of system routes and 100.21 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 40,799 acres being open to cross-country travel.

Idaho Roadless Area

The following table shows motorized routes by alternative in the Lemhi Range Idaho Roadless Area. All of the routes are classified as Forest Plan Special Areas1 and Backcountry Restoration.

Table A 48. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Forest Plan Special Area[1] (3,334 acres)	System Routes	2.25	2.25	2.25
	U Routes	0.00	0.00	0.00
Backcountry Restoration (305,198 acres)	System Routes	140.55	132.22	124.58
	U Routes	57.32	0.00	6.88
Total System Routes		142.8	134.47	126.83
Total Unauthorized Routes		57.32	0	6.88
Total Miles		200.12	134.47	133.71

[1]Forest Plan Special Areas was used to identify areas specifically managed by Forest Plans, such as wild and scenic rivers, research natural areas, or other specific purposes identified in forest plans. These areas are managed under the Forest Plans of each Forest and the Idaho Roadless Rule does not apply. This area is listed and effects are analyzed in the environmental consequences section of this report.

Unroaded Lands: There are unroaded lands contiguous to the Lemhi Range Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 50. Lemhi Range roadless, unroaded, and total motorized routes). A total of 21.77 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Lemhi Range Roadless Area is located on the Challis, Lost River and Leadore Ranger Districts. The northern portion of the area is approximately 15 air miles south of Salmon, Idaho, and 20 air miles east of Challis, Idaho. The area continues in a southeasterly direction for a distance of 45 miles. The area extends approximately 50 miles along the Lemhi Mountain Range and ranges from three to ten miles in width. Except for a large area in Hayden Creek-Mill Creek, and smaller areas in Big Eightmile Creek and Little Timber Creek, the east boundary generally follows the old Salmon Forest boundary. The west boundary generally follows the old Challis Forest boundary. Access to the area can be gained via Forest roads originating in the Lemhi and Pahsimeroi Valleys.

The area is dissected by numerous small streams that drain into the Lemhi and Pahsimeroi Rivers. The streams in the northern portion drain into the main Salmon River. Elevations range from 5,000 feet to 11,300 feet. The area is a northern extension of the basin and range topography found in Utah and Nevada. The range trends northwest-southeast. Much of the high country has been glaciated and lakes have formed in the glacial cirque basins at the heads of many of the major drainages. The high country is typical of alpine glaciated country. Barren, rocky peaks and ridges occur throughout the area. Annual precipitation ranges from 15 to 25 inches, most of which occurs as snow. Temperatures range from summer highs of 80 to 90 degrees Fahrenheit to winter lows of 45 degrees below zero. Granites, quartzites, limestones, and volcanic rocks form the bedrock from which the soils are formed. The soil textures range from loamy sands to loamy clays. Lodgepole pine, Douglas-fir, and subalpine fir are the tree species that occur in the area. Sage-grass communities are interspersed throughout the area. This area is classified as a western spruce-fir ecosystem type.

Natural Integrity (Natural and Undeveloped): The Lemhi Range Roadless Area contains a total of 243 miles of motorized routes within the roadless area consisting of 142.79 miles of system routes and 100.21 miles of unauthorized motorized routes, and 21.77 miles of unauthorized routes are located on the lands contiguous to the area. A portion of this area, 40,799 acres, was open to cross-country travel in the previous travel plan. The interior of this roadless is substantially natural appearing, with some routes crossing through the area. Many of the routes are located along the northern edge of the roadless area.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): The area has high natural integrity, and good opportunities for solitude, primitive recreation, and challenging experiences. The area has outstanding scenery and excellent opportunities for hunting and fishing.

Special Features: Practically the entire area is a special attraction due to the outstanding scenery provided by the Lemhi Range. Two Research Natural Areas (RNAs), Mill Lake and Bear Valley are within the roadless area and a third RNA, Sheep Mountain is partially within the roadless area. Portions of the Bear Valley Creek and Hayden Creek Eligible Wild and Scenic River (EWSR) segments are within the roadless area. A scenic section of the Bear Valley Creek EWSR flows through the Bear Valley RNA. Due to the large size and diversity of the roadless area, it is likely there are other areas of ecological significance.

Manageability: The roadless area boundary generally follows the forest boundaries. These boundaries do not follow natural topographical features. Logical and manageable boundaries could be developed, and the effects of existing intrusions could be mitigated by boundary changes. Size is not a factor, as this roadless area as is over 300,000 acres.

Environmental Effects

Table A 49. Direct/indirect effects comparison of alternatives

Lemhi Range Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		259	60	68
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	40,799	0	0
	Miles of System Routes	142.82	134.47	126.84
	Miles of U Routes	73.19	0.00	8.86
	Total Miles of Routes	216.01	134.47	135.70
	Acres of Dispersed Camping	50,156	10,171	4,744
Solitude	Acres Not Supporting Solitude	115,567	95,105	93,139
Special Features and Values	Routes Affecting Special Features Mill Lake RNA Bear Valley RNA Sheep Mountain RNA	Mill Lake RNA: none Bear Valley RNA: 6179 Sheep Mountain RNA: none Bear Valley Creek EWSR: 6081, 6179, 6179.1 Hayden Creek EWSR: 6118, 6180	Mill Lake RNA: none Bear Valley RNA: 6179 Sheep Mountain RNA: none Bear Valley Creek EWSR: 6081, 6179, 6179.1 Hayden Creek EWSR: 6118, 6180	Mill Lake RNA: none Bear Valley RNA: 6179 Sheep Mountain RNA: none Bear Valley Creek EWSR: 6081, 6179, 6179.1, 6178 Hayden Creek EWSR: 6118, 6180
Manageability		Logical and manageable boundaries could be developed, and the effects of existing intrusions could be mitigated by boundary changes		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition within this area. System routes would be open on 142.82 miles to motorized use and 73.19 miles of unauthorized routes would be available. This is 27.02 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. Cross-country travel would remain open on 40,799 acres, potentially contributing to increased unauthorized routes in the future. Due to the rugged, mountainous terrain and difficulty of cross-country travel, this potential is considered low in most of the area. Dispersed camping would be available on 50,156 acres and 115,567 acres along designated routes within and along the boundary of the roadless area would not support solitude within the roadless area. Boundaries would remain the same, but could be modified to mitigate

the effects of existing intrusions; the area is large enough, even if reduced substantially, to maintain wilderness characteristics.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 134.47 miles of existing system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain high. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 10,171 acres along designated routes both within the roadless area and along the boundary of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area. The potential impacts from motorized access and dispersed camping would be less than proposed in the No Action Alternative because fewer miles of motorized routes would be authorized.

The opportunity for solitude would improve with closing the area to cross-country travel, and reducing the mileage of motorized routes. Solitude would not be supported on 95, 105 acres within the roadless area. When considering the area’s large size and mountainous terrain, there are considerable opportunities for solitude and primitive recreation.

There are multiple special features located in the northern half of the roadless area. Portions of three system routes are within the Bear Valley Creek EWSR – scenic river corridor. Bear Valley Creek flows through the Bear Valley RNA, a portion of one system route is within the RNA. Portions of two system routes are within the Hayden Creek EWSR corridor. The segment of Hayden Creek that is in the interior of the roadless area is classified as scenic, and the portion that is located along the boundary of the roadless area is classified as recreational. No motorized routes are within the Mill Creek RNA. A portion of the Sheep Mountain RNA is within the roadless area, located along the southern boundary. No motorized routes are within the Sheep Mountain RNA. The EWSR segments are “recreational” and “scenic” river segments where road access is generally compatible with the designation. No impacts to the Bear Valley RNA are anticipated from the one system route within the area, no motorized routes are located within the other two RNA in the roadless area. Boundaries would remain the same, but could be modified to mitigate the effects of existing intrusions; the area is large enough, even if reduced substantially, to maintain wilderness characteristics.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 126.84 miles of existing system routes and 8.86 miles of unauthorized routes would be available for motorized use. The entire area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain high. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 4,744 acres along designated routes both within the roadless area and along the boundary of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area. The potential impacts from

motorized access and dispersed camping would be less than proposed in the No Action Alternative because fewer miles of motorized routes would be authorized.

The opportunity for solitude would improve with closing the area to cross-country travel, and reducing the mileage of motorized routes. 93,139 acres along the designated routes within and along the boundary of the roadless area would not support solitude within the roadless area. When considering the area's large size and mountainous terrain, there are considerable opportunities for solitude and primitive recreation.

There are multiple special features located in the northern half of the roadless area. Portions of four system routes are within the Bear Valley Creek EWSR – scenic river corridor. Bear Valley Creek flows through the Bear Valley RNA, a portion of one system route is within the RNA. Portions of two system routes are within the Hayden Creek EWSR corridor. The segment of Hayden Creek that is in the interior of the roadless area is classified as scenic, and the portion that is located along the boundary of the roadless area is classified as recreational. No motorized routes are within the Mill Creek RNA. A portion of the Sheep Mountain RNA is within the roadless area, located along the southern boundary. No motorized routes are within the Sheep Mountain RNA. The EWSR segments are "recreational" and "scenic" river segment where road access is generally compatible with the designation. No impacts to the Bear Valley RNA are anticipated from the one system route within the area, no motorized routes are located within the other two RNAs in the roadless area. Boundaries would remain the same, but could be modified to mitigate the effects of existing intrusions; the area is large enough, even if reduced substantially, to maintain wilderness characteristics.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 50. Lemhi Range roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40096	0.54	0.54	0.54
40099	0.61	0.61	
40131	0.8	0.8	0.8
40225	0.73	0.73	0.73
40244	2.01	2.01	2.01
40397	0.88	0.88	
40424	0.03	0.03	0.01
40459	0.55	0.55	
40605	2.31	2.31	
4072	0.34	0.34	
40728	0.42	0.42	0.42
4073	2.02	2.02	2.36
4074	2.34	2.34	2.34
4075	8.32	8.32	8.32
4076	8.74	8.74	8.7
4078	2.19	2.19	1.58
4079	2.93	2.93	2.98
4080	3.2	3.2	3.2
4081	3.33	3.33	
4137	1.83	1.83	1.74
4146	1.76	1.76	
4177.02	0.96	0.96	1.57
4183.02	2.99	2.91	2.91
4193	1.44	1.41	1.41
4196	3.39	2.78	2.75
4241	4.38	4.38	4.38
4242	2.69	2.69	2.69
4243	4.55	4.55	4.34
60002	0.57	0.57	0.57
60006	0.1	0.1	0.1
60006-A	0.01		
60006-C	0.01		
60162	0.02	0.02	0.02
60172-A	0.3	0.3	0.3
60173	0.64	0.64	

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
60199	0.04	0.04	0.35
60206	0.6	0.6	0.6
60211	0.63	0.63	0.63
60212	0.27	0.27	0.27
6027	0.76		
60306	0.46	0.46	0.46
60496	0.11	0.11	0.11
60497	3.04	3.04	3.05
60705	0.14	0.14	0.14
6081	1.84	1.84	
6118	1.68	1.68	1.68
6127	3.34	3.34	3.34
6160	2.35		
6170	0.33		
6178	3.62		5.83
6179	4.92	4.92	5.45
6179.1	1.11	1.11	1.11
6180	7.1	7.1	7.1
6181	3.98	3.98	
6183	4.25	4.25	4.37
6183.1	8.98	9.36	9.38
6184	4.76	4.76	4.76
6185	8.44	8.44	8.44
6187	3.28	3.28	3.28
6212	0.93	0.93	
6228	0.88		
6229	0.03		
6230	0.65		
6341		0.63	0.63
64004	2.74	2.74	4.37
64012	0.69	0.69	0.69
64014	0.76	0.76	0.76
64015	0.03	0.03	0.03
64016	1.6	1.6	1.6
64027	0.55	0.55	0.55
Total System Routes	142.82	134.47	126.84
U03-05C	0.07		
U03-06A	0.16		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U03-09A	0.19		
U03-09B	0.09		
U03-10A	0.05		
U03-11A	0.13		
U03-11B	0.11		
U04-08A	0.05		
U05-03B	0.15		
U05-03C	0.11		
U05-04A	0.21		
U132601A	0		
U132601B	0.56		
U132601C	0.57		
U132601D	0.15		
U132601E	0.24		
U132601N	0.5		
U132601P	0.15		
U132601Q	0.03		
U132602A	0.11		
U132602B	0.2		
U132602G	0.08		
U132602H	0.05		
U132602I	0.41		
U132602J	0.43		
U132611A	0.19		
U132612B	0.05		
U132612F	0.35		
U132612G	0.41		
U132612H	0.06		
U132613B	0.07		
U132613E	0.41		
U132613F	0.05		
U132613G	0.06		
U132613H	0.73		
U132613I	0.53		
U132613J	0.78		
U132613JHL	0.13		
U132613K	0.07		
U132613M	0.05		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U132613N	0.1		
U132613NM	0.03		
U132624A	0.01		
U132624C	0.11		
U132624D	0.04		
U132624I	0.14		
U132624J	0.02		
U132624K	0.19		
U132624L	0.04		
U132624M	0.04		
U132718A	0.03		
U132718B	0.02		
U132720A	0.3		0.3
U132721A	1.57		0.89
U132728A	0.41		0.43
U132729A	1.14		0.51
U132729C	0.07		
U132730A	0.85		0.85
U132730A1	0.11		
U132733B	0.48		
U141-08H	0.82		
U141-08J	0.12		
U141-08K	0.1		
U141-08L	0.62		
U141-08M	1.25		
U141-08N	0.25		
U141-08Q	0.07		
U141-09E	0.14		
U141-09Z			0.2
U142502G	0.04		
U142511A	0.14		
U142512A	1.34		
U142512B	0.32		
U142512C	0.96		
U142603A	1.26		
U142603B	0.61		
U142605A	1.01		
U142605B	1.02		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U142605C	0.66		
U142606A	0.71		
U142607B	0.55		
U142609A	0.11		
U142610A	0.43		
U142610B	0.62		
U142610C	1.14		
U142615A	1.11		
U142615B	0.26		
U142622A	1.47		
U142622B	0.96		
U142622C	1.21		
U142622D	0.4		
U142622F	0.24		
U142625B	1.79		
U142625C	1.61		
U142627A	0.3		
U142627B	0.17		
U142627C	0.08		
U142627D	0.4		
U142628A	0.25		
U142635A	0.14		
U142730A	1.78		2.69
U152507A	0.05		
U152507B	0.34		
U152507C	0.09		
U152509A	0.68		
U152515A	0.25		
U152515B	0.14		
U152515B2	0.08		
U152516A	0.06		
U152516B	0.5		
U152516C	0.17		
U152521A	1.75		
U152521B	0.07		
U152523A	2.33		
U152527B	0.14		
U152527C	0.09		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U152527D	0.19		
U152527E	0.26		
U152527F	0.06		
U152534C	0.46		
U152535A	0.09		0.09
U152536C	0.99		
U152631A	0.53		
U152631B	0.11		
U162415B	0.92		
U162422D	0.09		
U162422E	0.58		
U162534A	1.59		
U162631A	1.35		
U172102B	0.37		
U172102C	0.04		
U172110B	0.12		
U172123A	0.13		
U172332A	0.26		
U182135A			0.8
U182236A	0.49		
U182236C	1		
U-LR-TF001			0
Total Unauthorized Routes	57.27	0	6.76
Total Roadless Routes	200.09	134.47	133.6
Unroaded Motorized Routes			
U01-02A			0.18
U04-11A	0.24		
U04-11B	0.14		
U04-11C	0.33		
U05-08A	0.05		
U05-14B	0.12		
U05-15B	0.01		
U05-15C	0.00		
U112502A			0.17
U132601A	0.12		
U132601B	0.22		
U132601C	0.03		
U132601N	0.22		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U132601P	0.09		
U132602G	0.02		
U132602H	0.02		
U132612A	0.21		
U132612B	0.01		
U132612C	0.13		
U132612D	0.10		
U132612E	0.16		
U132612F	0.60		
U132613A	0.10		
U132613B	0.04		
U132613C	0.07		
U132613D	0.91		
U132613E	0.06		
U132613O	0.17		
U132624A	0.03		
U132718A	0.95		
U132730A	0.06		0.06
U141-08O	0.19		
U141-09E	0.03		
U141-09G			0.16
U141-09H			0.08
U142501A	0.05		
U142501B	0.31		
U142607B	0.03		
U142610A	0.09		
U142610C	0.01		
U142622E	0.05		
U142622F	0.06		
U142625A	0.15		0.15
U152412B	0.07		
U152412D	0.15		
U152413A	0.58		
U152413B	0.12		
U152413B	0.12		
U152413C	0.10		
U152423B	1.72		
U152423B2	0.14		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U152423C	0.15		
U152423D	0.15		
U152423E	0.05		
U152423F	0.04		
U152423G	0.81		
U152423H	0.05		
U152423J	0.09		
U152423K	0.70		
U152424ADE	0.04		
U152424C	0.04		
U152424D	0.36		
U152425A	1.29		1.29
U152425B	0.25		
U152425C	0.15		
U152425D	0.23		
U152425E	0.05		
U152425F	0.04		
U152425G	0.03		
U152507A	0.18		
U152507B	0.10		
U152507D	0.25		
U152507E	0.06		
U152526A	0.11		
U152536C	0.25		
U152536D	0.50		
U172102B	0.04		
U172102C	0.08		
U172110B	0.23		
U172327A	0.08		
U172328B	0.06		
U172329A	0.12		
U182236C	0.13		
Total Unroaded Routes	15.92	0.00	2.10
All Unroaded = 16.51			
Total Motorized Routes			
40093			1.09
40096	0.54	0.54	0.54
40099	0.61	0.61	

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
40131	0.80	0.80	0.80
40225	0.73	0.73	0.73
40244	2.01	2.01	2.01
40397	0.88	0.88	
40424	0.03	0.03	0.01
40459	0.55	0.55	
40605	2.31	2.31	
4072	0.34	0.34	
40728	0.42	0.42	0.42
4073	2.02	2.02	2.36
4074	2.34	2.34	2.34
4075	8.32	8.32	8.32
4076	8.74	8.74	8.70
4078	2.19	2.19	1.58
4079	2.93	2.93	2.98
4080	3.20	3.20	3.20
4081	3.33	3.33	
4137	1.83	1.83	1.74
4146	1.76	1.76	
4177.02	0.96	0.96	1.57
4183.02	2.99	2.91	2.91
4193	1.44	1.41	1.41
4196	3.39	2.78	2.75
4241	4.38	4.38	4.38
4242	2.69	2.69	2.69
4243	4.55	4.55	4.34
60002	0.57	0.57	0.57
60006	0.10	0.10	0.10
60006-A	0.01		
60006-C	0.01		
60162	0.02	0.02	0.02
60172-A	0.30	0.30	0.30
60173	0.64	0.64	
60199	0.04	0.04	0.35
60206	0.60	0.60	0.60
60211	0.63	0.63	0.63
60212	0.27	0.27	0.27
6027	0.76		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
60306	0.46	0.46	0.46
60496	0.11	0.11	0.11
60497	3.04	3.04	3.05
60705	0.14	0.14	0.14
6081	1.84	1.84	
6118	1.68	1.68	1.68
6127	3.34	3.34	3.34
6160	2.35		
6170	0.33		
6178	3.62		5.83
6179	4.92	4.92	5.45
6179.1	1.11	1.11	1.11
6180	7.10	7.10	7.10
6181	3.98	3.98	
6183	4.25	4.25	4.37
6183.1	8.98	9.36	9.38
6184	4.76	4.76	4.76
6185	8.44	8.44	8.44
6187	3.28	3.28	3.28
6212	0.93	0.93	
6228	0.88		
6229	0.03		
6230	0.65		
6341		0.63	0.63
64004	2.74	2.74	4.37
64012	0.69	0.69	0.69
64014	0.76	0.76	0.76
64015	0.03	0.03	0.03
64016	1.60	1.60	1.60
64027	0.55	0.55	0.55
Total System Routes	142.82	134.47	126.84
U01-02A			0.18
U03-05C	0.07		
U03-06A	0.16		
U03-09A	0.19		
U03-09B	0.09		
U03-10A	0.05		
U03-11A	0.13		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U03-11B	0.11		
U04-08A	0.05		
U04-11A	0.24		
U04-11B	0.14		
U04-11C	0.33		
U05-03B	0.15		
U05-03C	0.11		
U05-04A	0.21		
U05-08A	0.05		
U05-14B	0.12		
U05-15B	0.01		
U05-15C	0.00		
U112502A			0.17
U132601A	0.12		
U132601B	0.78		
U132601C	0.60		
U132601D	0.15		
U132601E	0.24		
U132601N	0.72		
U132601P	0.24		
U132601Q	0.03		
U132602A	0.11		
U132602B	0.20		
U132602G	0.10		
U132602H	0.07		
U132602I	0.41		
U132602J	0.43		
U132611A	0.19		
U132612A	0.21		
U132612B	0.06		
U132612C	0.13		
U132612D	0.10		
U132612E	0.16		
U132612F	0.60		
U132612F	0.35		
U132612G	0.41		
U132612H	0.06		
U132613A	0.10		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U132613B	0.11		
U132613C	0.07		
U132613D	0.91		
U132613E	0.47		
U132613F	0.05		
U132613G	0.06		
U132613H	0.73		
U132613I	0.53		
U132613J	0.78		
U132613JHL	0.13		
U132613K	0.07		
U132613M	0.05		
U132613N	0.10		
U132613NM	0.03		
U132613O	0.17		
U132624A	0.04		
U132624C	0.11		
U132624D	0.04		
U132624I	0.14		
U132624J	0.02		
U132624K	0.19		
U132624L	0.04		
U132624M	0.04		
U132718A	0.98		
U132718B	0.02		
U132720A	0.30		0.30
U132721A	1.57		0.89
U132728A	0.41		0.43
U132729A	1.14		0.51
U132729C	0.07		
U132730A	0.91		0.91
U132730A1	0.11		
U132733B	0.48		
U141-08H	0.82		
U141-08J	0.12		
U141-08K	0.10		
U141-08L	0.62		
U141-08M	1.25		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-08N	0.25		
U141-08O	0.19		
U141-08Q	0.07		
U141-09E	0.17		
U141-09G			0.16
U141-09H			0.08
U141-09Z			0.20
U142501A	0.05		
U142501B	0.31		
U142502G	0.04		
U142511A	0.14		
U142512A	1.34		
U142512B	0.32		
U142512C	0.96		
U142603A	1.26		
U142603B	0.61		
U142605A	1.01		
U142605B	1.02		
U142605C	0.66		
U142606A	0.71		
U142607B	0.58		
U142609A	0.11		
U142610A	0.52		
U142610B	0.62		
U142610C	1.15		
U142615A	1.11		
U142615B	0.26		
U142622A	1.47		
U142622B	0.96		
U142622C	1.21		
U142622D	0.40		
U142622E	0.05		
U142622F	0.30		
U142625A	0.15		0.15
U142625B	1.79		
U142625C	1.61		
U142627A	0.30		
U142627B	0.17		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U142627C	0.08		
U142627D	0.40		
U142628A	0.25		
U142635A	0.14		
U142730A	1.78		2.69
U152412B	0.07		
U152412D	0.15		
U152413A	0.58		
U152413B	0.12		
U152413B	0.12		
U152413C	0.10		
U152423B	1.72		
U152423B2	0.14		
U152423C	0.15		
U152423D	0.15		
U152423E	0.05		
U152423F	0.04		
U152423G	0.81		
U152423H	0.05		
U152423J	0.09		
U152423K	0.70		
U152424ADE	0.04		
U152424C	0.04		
U152424D	0.36		
U152425A	1.29		1.29
U152425B	0.25		
U152425C	0.15		
U152425D	0.23		
U152425E	0.05		
U152425F	0.04		
U152425G	0.03		
U152507A	0.18		
U152507A	0.05		
U152507B	0.44		
U152507C	0.09		
U152507D	0.25		
U152507E	0.06		
U152509A	0.68		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U152515A	0.25		
U152515B	0.14		
U152515B2	0.08		
U152516A	0.06		
U152516B	0.50		
U152516C	0.17		
U152521A	1.75		
U152521B	0.07		
U152523A	2.33		
U152526A	0.11		
U152527B	0.14		
U152527C	0.09		
U152527D	0.19		
U152527E	0.26		
U152527F	0.06		
U152534C	0.46		
U152535A	0.09		0.09
U152536C	1.24		
U152536D	0.50		
U152631A	0.53		
U152631B	0.11		
U162415B	0.92		
U162422D	0.09		
U162422E	0.58		
U162534A	1.59		
U162631A	1.35		
U172102B	0.41		
U172102C	0.12		
U172110B	0.35		
U172123A	0.13		
U172327A	0.08		
U172328B	0.06		
U172329A	0.12		
U172332A	0.26		
U182135A			0.80
U182236A	0.49		
U182236C	1.13		
U-LR-TF001			0.00

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total Unauthorized Routes	73.19	0.00	8.86
Total Routes	216.01	134.47	135.70
Number of System Routes	69	60	52
Number of U Routes	190	0	16
Number Total Routes	259	60	68
Number Routes added to the system	NA	0	20

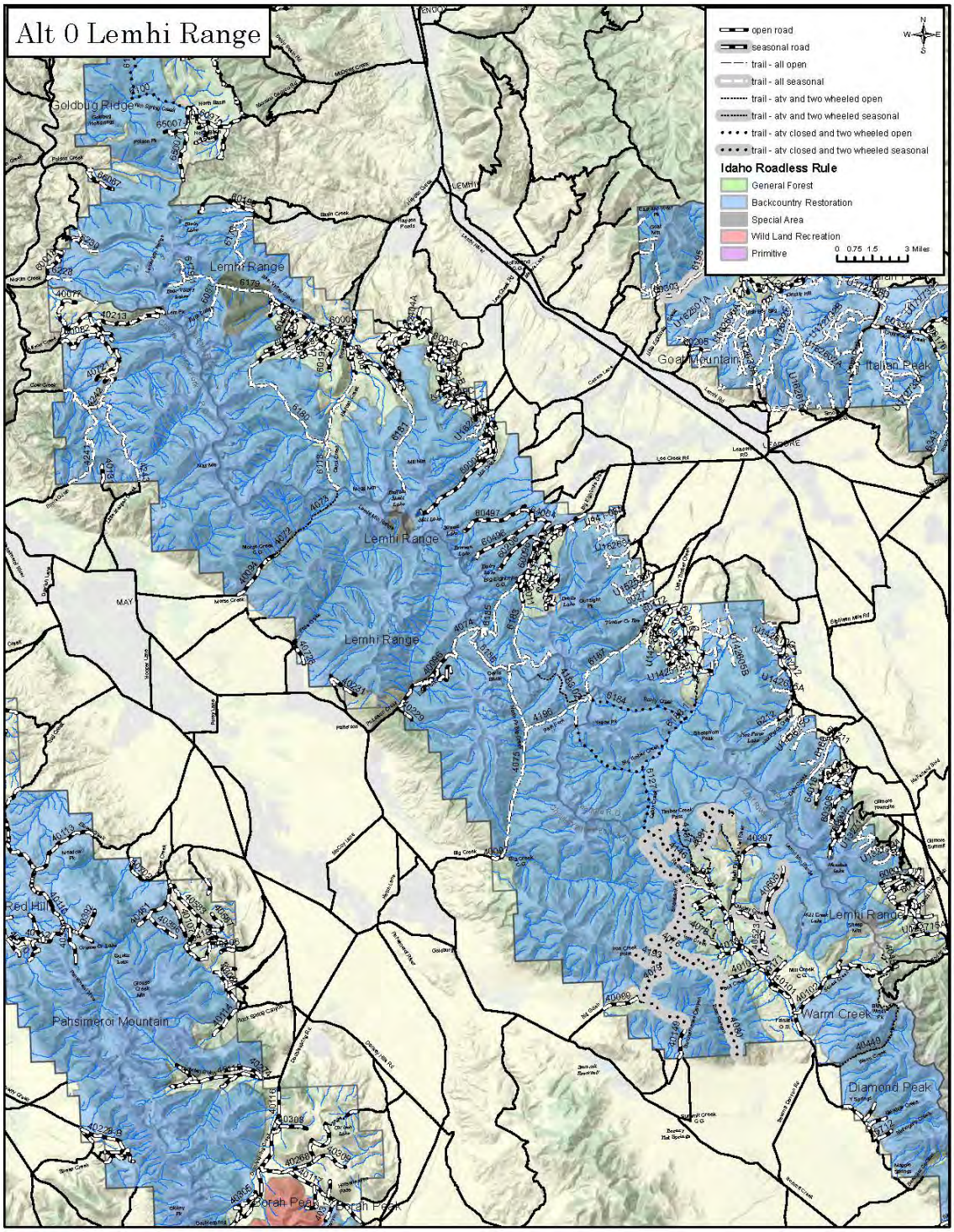

Figure A 34. Lemhi Range Alternative 0

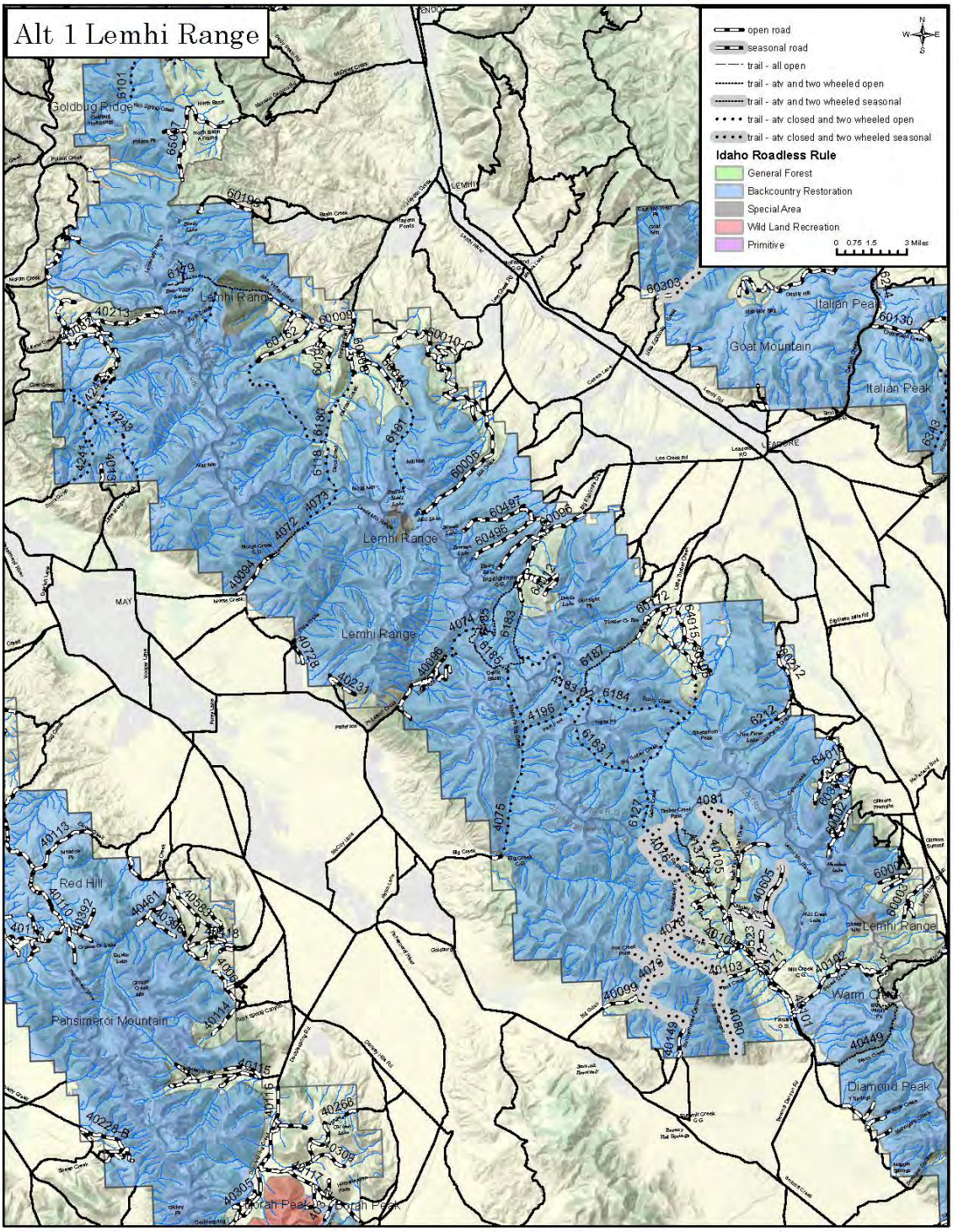

Figure A 35. Lemhi Range Alternative 1

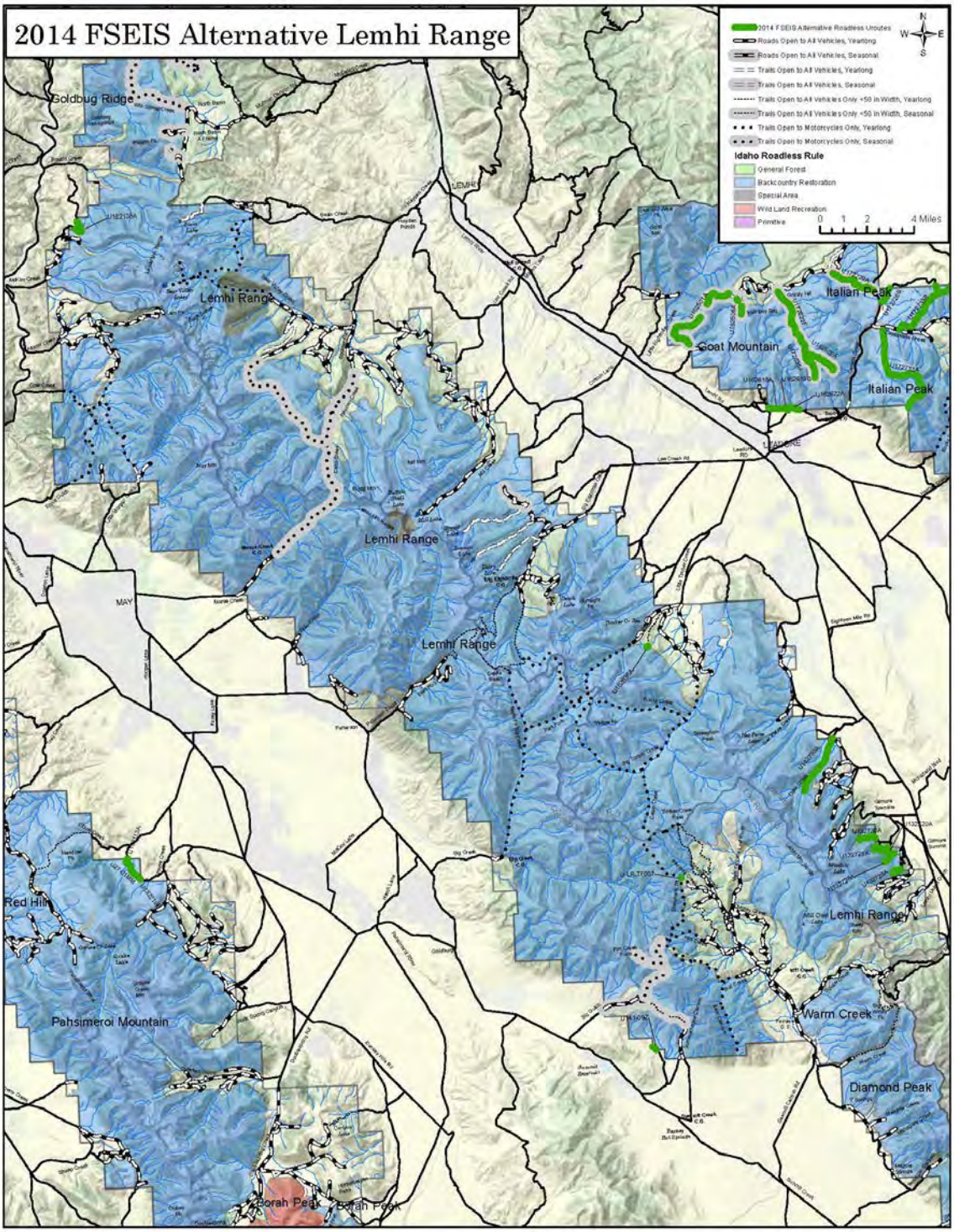

Figure A 36. Lemhi Range 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table 70 and Figure 36.

Table A 51. Lemhi Range roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable/Improving	The area contains headwaters of many moderate sized parallel drainages that are tributary to the Lemhi River along the east, the Pahsimeroi River along the west, and to the Salmon River on the north. Much of the water yield is used for irrigation on downstream ranches. Many of the headwaters are in glaciated basins and contain small basin lakes. Watershed conditions and quality of water produced are generally excellent. Dairy Lake, Mill Creek, and Basin Lake are under special use permit for irrigation water storage purposes. No impacts occurring to water quantity and quality where impounded for and diverted downstream for private land agriculture irrigation systems. Reducing route density within this area is expected to minimize impacts to soil and water. The Preferred Alternative also maintains or reduces of number of routes within 300 feet of water quality impaired streams for all 5th field hydrologic units Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and is expected to minimize impacts to soil and water.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable or None	Numerous lakes and streams provide habitat for fish. Habitat conditions within the lake are excellent. One lake provides habitat for Arctic grayling which is found in only one other area on the Forest. Many of the streams support fish populations This area has excellent vegetative and topographic diversity and big game numbers reflect the ruggedness of its roadless characteristics. In addition to maintaining route and vehicle restrictions (with two exceptions) to minimize harassment of wildlife and significant disruption of wildlife habitats, the Preferred Alternative increases habitat security in all hydrologic units when compared to the existing condition and increases habitat security in all hydrologic units except Sawmill Creek when compared to the No Action Alternative
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable/Improving	Streams from the area are tributary to the Lemhi and Pahsimeroi rivers and are priority watersheds for threatened Chinook salmon, bull trout and steelhead are present. Sensitive westslope cutthroat trout habitat overlaps this roadless area. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, fisher, wolverine (candidate species), pygmy rabbit, bald eagle, northern goshawk, three-toed woodpecker, sage grouse, boreal owl, flammulated owl, great gray owl, and spotted frogs.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
			Whitebark pine and pink agoseris, Region 4 sensitive plant species, occur in the area. Minimal impact to TES species or habitats.
Primitive and semi-primitive classes of recreation	Yes	Stable	The area has high natural integrity, and good opportunities for solitude, primitive recreation, and challenging experiences. Routes are primarily connectors for routes on adjacent BLM administered lands or roaded corridors on FS administered lands and located near perimeters of roadless area. Core of roadless areas unimpacted. Exception in Gilmore area where routes extend into the roadless area in drainages adjacent to the Gilmore townsite. Associated with mining history, patented lands, and other excluded corridors surrounding system roads. Gilmore area is on perimeter so these roads/trails are geographically and visually screened from the core of roadless area.
Reference landscapes for research study or interpretation	No	Stable	Two Research Natural Areas, Mill Lake (2,000 acres) and Bear Valley (2,400 acres), are within the roadless area and a third Research Natural Area, Sheep Mountain (200 acres), is partially within the roadless area. Due to the large size and diversity of the roadless area, it is likely there are other areas of ecological significance. No impact from routes analyzed
Landscape character and integrity	No	Stable	The roadless area is substantially natural appearing. Practically the entire area is a special attraction due to the outstanding scenery provided by the Lemhi Range.
Traditional cultural properties and sacred sites	No	Stable or None	Numerous prehistoric and historic cultural resources are known to exist in this roadless area. It is likely that several of the historic sites would warrant further investigation for their suitability for inclusion on the National Register. No impact anticipated.
Other locally unique characteristics	No	Stable or None	Two eligible river segments for classification in the Wild and Scenic River System, Bear Valley Creek and Hayden Creek originate within the borders of this roadless area. No impact

Loon Creek Roadless Area (106,356 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Loon Creek Roadless Area was assigned to Management Areas 3 Marsh Creek (28,461 acres), 4 Valley Creek (13,343 acres), 5 Basin Creek (20,603 acres) and 6 Yankee Fork (43,768 acres). One hundred sixty-three acres of Management Area 1 Frank Church were mapped in GIS and are considered mapping errors. The analysis is does not include this management area. Motorized routes are located in these management areas.

- 3 Marsh Creek – The management area will remain essentially unchanged. Large areas will remain undeveloped. Improvements in timber stands, wildlife, anadromous fisheries, water quality, and grazing conditions are desired. Management will emphasize dispersed recreation opportunities and enhancement of anadromous fish habitat.
- 4 Valley Creek – The management area will remain essentially undeveloped. Range condition is expected to improve. Basic work will be started, to improve the water quality by reducing fine sediment production. This in turn should improve fish habitat.
- 5 Basin Creek – Activities and character of the land in the management area will remain unchanged. Improvements in timber stand condition will continue. Soil and watershed activities will promote improved water quality. Mineral activity will occur at a rate consistent with mineral prices. Management will emphasize dispersed recreation opportunities, enhancement of anadromous fish habitat and maintenance of water quality.
- 6 Yankee Fork – Improvements in timber stand conditions will continue. The area will remain a popular recreation unit. It is anticipated that mineral activity will increase with one to three operations of moderate size, starting in the first decade. This activity and its related impacts will increase the noticeability of mining. Management will emphasize dispersed recreation opportunities, minerals activities, timber production, and enhancement of anadromous fish.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Loon Creek Idaho Roadless Area contains 92.39 miles of motorized routes. There are 83.19 miles of system routes and 9.19 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 44,933 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Loon Creek Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 52. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (106,356 acres)	System Routes	83.2	82.52	78.81
	U Routes	2.94	0	1.86
Total Miles		86.15	82.52	80.58

Unroaded Lands: There are unroaded lands contiguous to the Loon Creek Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 54. Loon Creek roadless, unroaded, and total routes). A total of 4.07 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Loon Creek Roadless Area is located southwest of Challis on the Challis and Yankee Fork Ranger Districts, and is bordered on the east by the Yankee Fork road, on the south by the Salmon River and Sawtooth National Recreation Area (NRA), and on the west by Cape Horn Lakes. The portion in the Sawtooth NRA is located eight miles northwest of Stanley along the northern boundary of the NRA. The area can be accessed to its periphery on the east, south and west sides, but cannot be reached on the northern end by road. With the exception of access into its interior on the west by the Basin Butte and Asher Creek Roads, the interior of this area is unroaded.

The area varies from flat meadow lands in upper Stanley to steep, rocky breaks along the west side of Yankee Fork to scenic alpine lakes in the central portion. Elevations vary from 6,200 feet to 10,000 feet with many lakes and streams scattered through the area. The major vegetation components are rock scree, lodgepole pine, Douglas-fir, spruce, and sagebrush-grass communities. The area belongs in the Rocky Mountain Province made up of two ecosystems: grand fir/Douglas-fir forest and western spruce-fir forest. The vegetative diversity of this area supports many resource uses.

Natural Integrity (Natural and Undeveloped): The Loon Creek Roadless Area contains a total of 92.39 miles of motorized routes in the roadless area consisting of 83.19 miles of system motorized routes and 9.19 miles of unauthorized motorized routes, and 4.07 miles of unauthorized routes are located on lands contiguous to the area. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 44,933 acres being open to cross-country travel. Natural integrity of this area is moderate.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): There is some opportunity for primitive recreation and solitude. Challenging experiences includes non-technical climbing and cross-country travel. A National Recreation Trail runs from the Look Creek Guard Station to Knapp Creek Road. The typical primitive recreation opportunities include hiking, hunting and fishing.

Special Features: Special features include rock formations, mountain lakes, and peaks. Two eligible river segments for classification in the Wild and Scenic River System, West Fork Yankee Fork and Yankee Fork are located in the borders and east of this roadless area. A portion of the Marsh Creek EWSR runs along the western boundary of the roadless area.

Manageability: The manageability of the area is not only affected by limited access, but also by boundaries that do not follow topographical features.

Environmental Effects

Table A 53. Direct/indirect effects comparison of alternatives

Loon Creek Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		53	26	35
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	44,933	0	0
	Miles of System Routes	79.95	79.27	78.71
	Miles of U Routes	6.01	0.00	2.76
	Total Miles of Routes	85.96	79.27	81.47
	Acres of Dispersed Camping	48,621	6,474	2,962
Solitude	Acres Not Supporting Solitude	57,890	57,053	57,408
Special Features and Values	Routes Affecting Special Features West Fork Yankee Fork EWSR Yankee Fork EWSR	West Fork Yankee Fork: 40032, 4032, 4155, 4113 Yankee Fork: 40035 Marsh Creek: 40346	West Fork Yankee Fork: 40032, 4032, 4155, 4113 Yankee Fork: 40035 Marsh Creek: 40346	West Fork Yankee Fork: 40032, 4032, 4155 Yankee Fork: 40035 Marsh Creek: 40346
Manageability		Manageability is difficult due to lack of access and boundaries that do not follow topographic features		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs slightly from the existing condition in this area. 79.95 miles of system routes would be open to motorized use and 6.01 miles of unauthorized routes would be available. This is 3.18 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. 44,933 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. The area is accessible on the east, west and south; the northern portion of the area is bordered by the Frank Church – River of No Return Wilderness area. The boundaries do not follow topographic features, making management challenging.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 79.27 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

There are three road intrusions along the western and southern boundaries. One of the roads accesses the interior of the area; otherwise, this area is roadless. The eastern, western and southern boundaries are accessible by road. These intrusions may impact the natural integrity of the area; however this is a large area with areas that are not influenced by roads. The closure of all unauthorized routes and cross-country travel would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 6,474 acres along designated routes both in the roadless area and along the boundary that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the steep terrain.

The effects from motorized routes in and along the boundaries of this area may slightly impact opportunities for solitude, however this is a large area and there are many acres of backcountry that provide opportunities for solitude. Solitude would not be supported on 57,053 acres along the boundary of the roadless area. The designated routes and roads along the boundary provide access for primitive recreation activities such as hiking, hunting and fishing.

Portions of four routes are in the West Fork Yankee Fork EWSR – scenic corridor that runs through the center of the roadless area. A portion of one route is in the Yankee Fork EWSR – recreational corridor that runs along the eastern boundary of the roadless area. The Marsh Creek EWSR – recreational corridor runs along the western boundary of the roadless area. The system roads that form the boundary of the roadless area are also in the EWSR corridors. The segments are eligible “recreational” and “scenic” river segments where road access is generally compatible with the designations.

Boundaries would not change and unroaded areas would remain the same. Limited access and boundaries that do not follow topographic features make management challenging.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 78.71 miles of existing system routes and 2.76 miles of unauthorized routes. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

There are three road intrusions along the western and southern boundaries. One of the roads accesses the interior of the area; otherwise, this area is roadless. The eastern, western and southern boundaries are accessible by road. The road intrusions may impact the natural integrity of the area; however this is a large area with many acres that are not influenced by roads. The closure of some of the unauthorized routes and cross-country travel would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 2,866 acres along designated routes both in the roadless area and along the boundary that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the steep terrain.

The effects from motorized routes in and along the boundaries of this area may slightly impact opportunities for solitude, however this is a large area and there are many acres of backcountry that provide opportunities for solitude. Solitude would not be supported on 55,793 acres along the boundary of the roadless area. The designated routes and roads along the boundary provide access for primitive recreation activities such as hiking, hunting and fishing.

Portions of three routes are in the West Fork Yankee Fork EWSR – scenic corridor that runs through the center of the roadless area. A portion of one route is in the Yankee Fork EWSR – recreational corridor that runs along the eastern boundary of the roadless area. The Marsh Creek EWSR – recreational corridor runs along the western boundary of the roadless area. The system roads that form the boundary of the roadless area are also in the EWSR corridors. The segments are eligible “recreational” and “scenic” river segments where road access is generally compatible with the designations.

Boundaries would not change and unroaded areas would remain the same. Limited access and boundaries that do not follow topographic features make management challenging.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 54. Loon Creek roadless, unroaded, and total routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Routes			
40027	0.74	0.74	0.74
40032	3.16	3.11	3.06
40172	0.01	0.01	0.01
40289	1.02	1.02	1.02
40293	0	0	0
40315	0.59	0.59	
40319	0.14	0.14	0.14
4032	21.76	21.76	21.76
4033	1.63	1.63	1.64
40332	0.55	0.55	
40337	0.29	0.29	0.29
4034	1.27	1.27	1.27
40346	0.75	0.75	0.75
40349	0.27	0.27	0.27
4035.03	5.42	5.42	5.41
40350	0.63		0.63
40354	0	0	0
4037.03	9.18	9.18	9.18
4038	4.58	4.58	4.58
4039	2.74	2.74	2.74
40400	0.01	0.01	0.01
4041	3.7	3.7	3.7
4042	2.14	2.14	2.14
4113	2.23	2.23	2.23
4155	9.38	9.38	9.38
4157	5.74	5.74	5.74
4158	3.15	3.15	3.15
4167	1.1	1.1	1.1
4203	1.02	1.02	1.02
Total System Routes	83.2	82.52	81.96
U121101A	0.1		
U121102A	0.11		
U121102C	0.08		
U121102E	0.98		0.98

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U121102F	0.08		
U121102G	0.05		
U121102H	0.13		
U121111A	0.43		
U121111B	0.29		
U121114A	0.05		
U121209B	0.01		
U121215A	0.02		
U121218C	0.26		
U121309A	0.01		
U121320A	0.13		
U131125B			0.17
U131125C			0.31
U131125D			0.09
U131219B			0.03
U131219C			0.08
U131230A			0.14
U131230B			0.05
U131201A	0.12		
U131201B	0.02		
U141-19HC	0.01		
U141-19HG	0		
U141-19HK	0.06		
Total Unauthorized Routes	2.94	0	1.85
Total Routes	86.14	82.52	83.81
Unroaded Routes			
U121205A			0.44
U121205A	0.78		
U121205B	0.16		
U121205C	0.05		
U121209A	0.07		
U121218C	0.54		
U121309A	0.09		
U121320A	0.35		
U131125A			0.13
U131125B			0.03
U131125C			0.15
U131125D			0.04

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U131201A	0.35		
U131201B	0.24		
U131219B			0.05
U131219C			0.04
U131230A			0.02
U141-19GT	0.04		
U141-19HC	0.02		
U141-19HH	0.32		
U141-19HK	0.03		
Total Unroaded Routes	3.04	0	0.9
All Unroaded = 3.94			
Total Routes			
40027	0.74	0.74	0.74
40032	3.16	3.11	3.06
40172	0.01	0.01	0.01
40289	1.02	1.02	1.02
40293	0	0	0
40315	0.59	0.59	
40319	0.14	0.14	0.14
4032	21.76	21.76	21.76
4033	1.63	1.63	1.64
40332	0.55	0.55	
40337	0.29	0.29	0.29
4034	1.27	1.27	1.27
40346	0.75	0.75	0.75
40349	0.27	0.27	0.27
4035.03	5.42	5.42	5.41
40350	0.63		0.63
40354	0	0	0
4037.03	9.18	9.18	9.18
4038	4.58	4.58	4.58
4039	2.74	2.74	2.74
40400	0.01	0.01	0.01
4041	3.7	3.7	3.7
4042	2.14	2.14	2.14
4113	2.23	2.23	2.23
4155	9.38	9.38	9.38
4157	5.74	5.74	5.74

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
4158	3.15	3.15	3.15
4167	1.1	1.1	1.1
4203	1.02	1.02	1.02
Total System Routes	83.2	82.52	81.96
U121101A	0.10		
U121102A	0.11		
U121102C	0.08		
U121102E	0.98		0.98
U121102F	0.08		
U121102G	0.05		
U121102H	0.13		
U121111A	0.43		
U121111B	0.29		
U121114A	0.05		
U121205A			0.44
U121205A	0.78		
U121205B	0.16		
U121205C	0.05		
U121209A	0.07		
U121209B	0.01		
U121215A	0.02		
U121218C	0.80		
U121309A	0.10		
U121320A	0.48		
U131125A			0.13
U131125B			0.20
U131125C			0.46
U131125D			0.13
U131201A	0.47		
U131201B	0.26		
U131219B			0.08
U131219C			0.12
U131230A			0.16
U131230B			0.05
U141-19GT	0.04		
U141-19HC	0.03		
U141-19HG	0.00		
U141-19HH	0.32		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-19HK	0.09		
Total Unauthorized Routes	5.98	0.00	2.75
Total Routes	89.18	82.52	84.71
Number of System Routes	29	28	27
Number of U Routes	26	0	10
Number Total Routes	55	28	37
Number Routes added to the system	NA	0	10

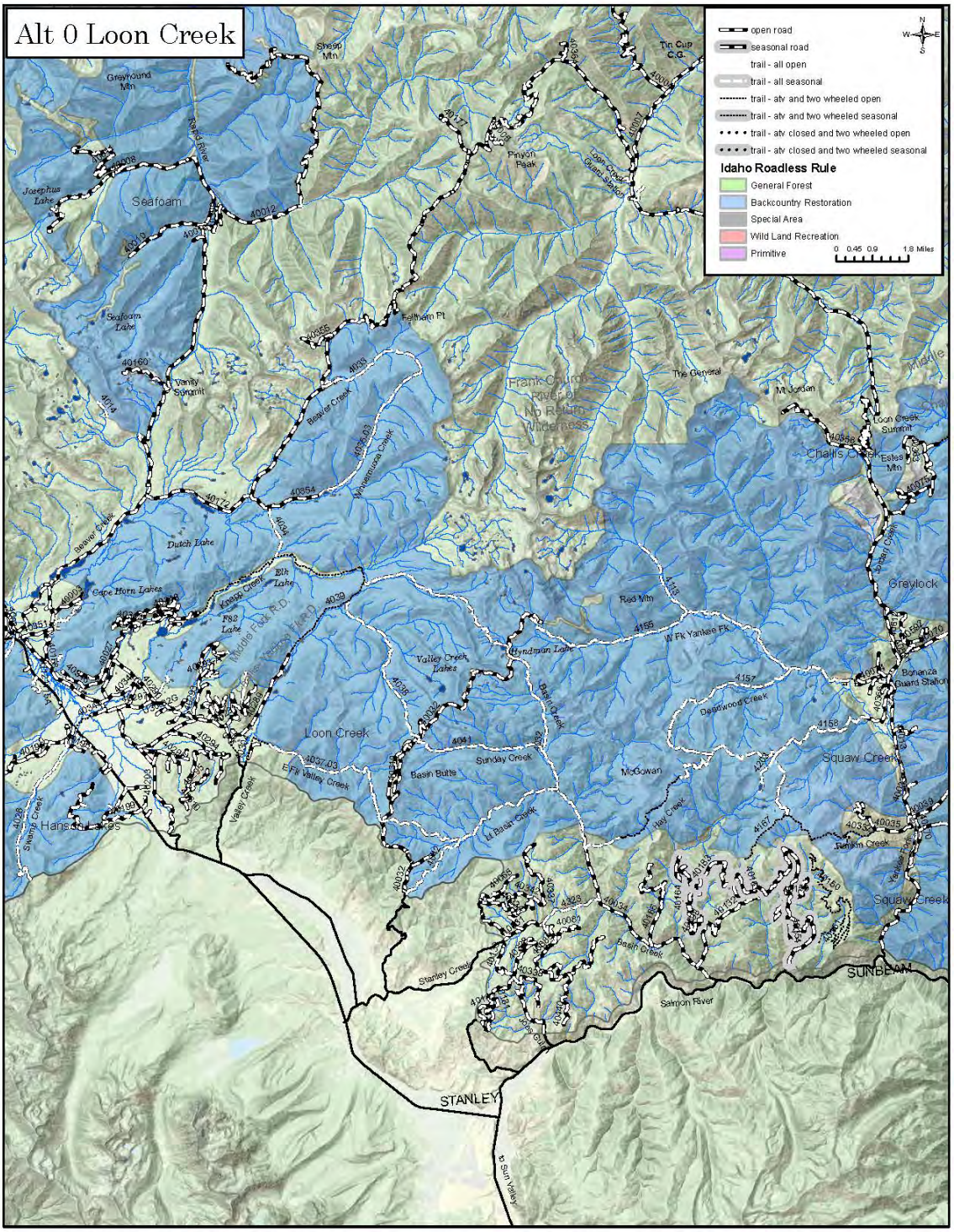

Figure A 37. Loon Creek Alternative 0

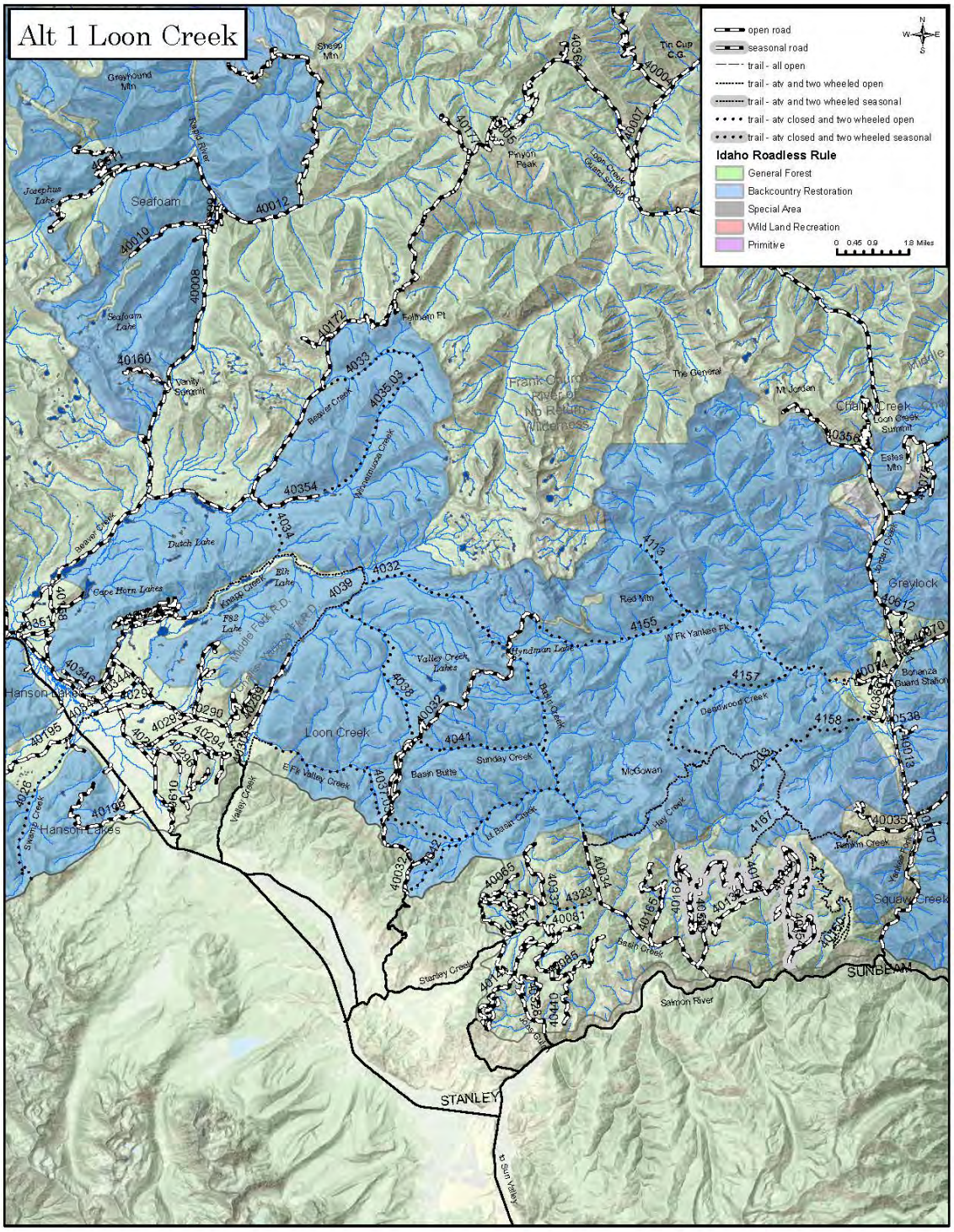

Figure A 38. Loon Creek Alternative 1

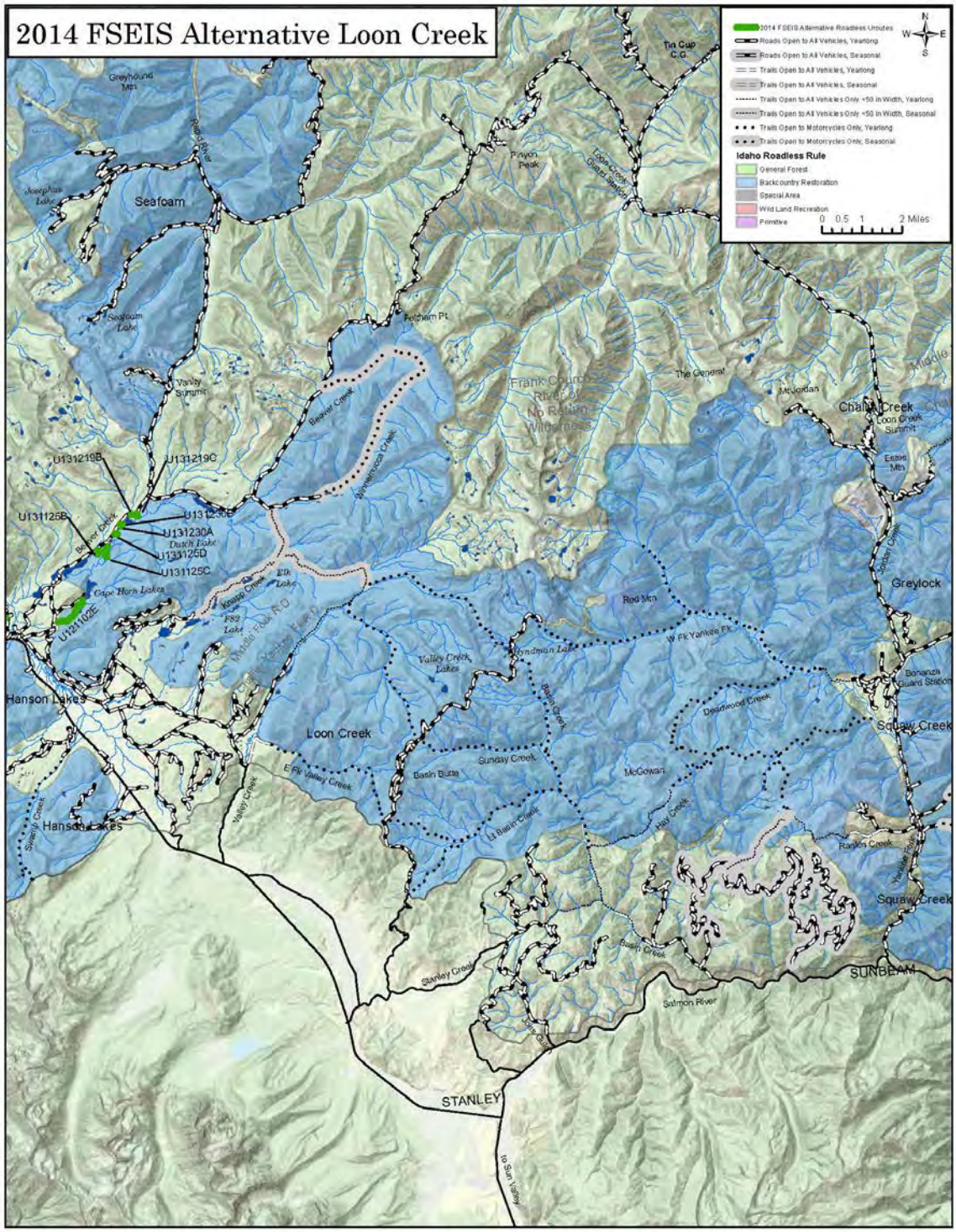

Figure A 39. Loon Creek 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table 76 and Figure 39.

Table A 55. Loon Creek roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Routes are primarily short spurs off of the Beaver-Loon Creek road and access dispersed camp spots along Beaver Creek. One route is a trail from vicinity of the Bradley Boy Scout Camp (private) to Cape Horn Lakes. Terrain is relatively flat with route locations in a dry valley bottom. The routes are at the far northwest extent of the Loon Creek roadless area and distant from stream segments on West Fork of Yankee Fork and Yankee Fork River which are eligible for designation under Wild and Scenic River System. Effects from route to soils, water and air resources are minimal. Routes comply with FP direction and management area standards for protecting or improving soil productivity and water quality
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/ Improving	Plant and animal communities highly diverse, but altered in character by the Halstead Fire of 2012, a mixed severity large wildfire. No impact from these routes because of project design features and avoidance of sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Important habitat for threatened fish species Chinook salmon, steelhead and bull trout occurs in this roadless area and specifically in nearby Beaver Creek and nearby Marsh Creek. Potential habitat for lynx, and habitat for wolverine and fisher occurs. Boreal owl, great gray owl, northern goshawk, flammulated owl, white-headed woodpecker, and three-toed woodpecker, and spotted frog, are sensitive species known to occur or that could potentially occur in the roadless area. No threatened or endangered plant species are known to occur in the area. Whitebark pine, a Region 4 sensitive plant species occurs at upper elevations. Impact to listed and sensitive species from these routes minimal. Harassment and significant disruption of wildlife habitats are minimized due to proximity of routes to existing open road (Beaver-Loon Road).
Primitive and semi-primitive classes of recreation	No	Stable	Routes are located at the perimeters of the roadless area, Opportunity for primitive recreation and solitude is limited in the vicinity of the route locations because of proximity to major access road (Beaver-Loon) and Bradley Boy Scout Camp. Moderate opportunity exists in the remainder of roadless area with backcountry hunting and motorized and non-motorized trail use for access to high mountain terrain, backcountry lakes and adjacent FC-RONRW. Location being adjacent to wilderness enhances recreation experiences somewhat in areas near the border. No impact from route locations and use

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The area includes forested slopes and meadows, and rocky glaciated areas. The recent Halstead Fire changed the scenic qualities of the area from its former character. The area perimeter in the vicinity of the Beaver-Loon Creek Road was impacted by the fire suppression activities of tree thinning preparation for burnout and post-fire snagging for road safety. The trail routes do not detract from the overall character of the interior of the roadless area. Natural appearance and integrity remains intact.
Traditional cultural properties and sacred sites	No	Stable	There are some areas of cultural significance associated with mining and Native Americans. Wagontown, located nearby along the Beaver-Loon Creek Road. No impacts associated with analyzed routes.
Other locally unique characteristics	No	Stable or None	Eligible segments to Wild and Scenic River System along nearby Marsh Creek, distant West Fork of Yankee Fork and Yankee Fork River. No Impact from these routes.

Napias Roadless Area (9,292 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Napias Roadless Area was assigned to Management Prescription 5B (9,292 acres). Motorized routes are located in this management prescription.

- 5B – Emphasis is on producing long-term timber outputs through a moderate level of investment in regeneration and thinning.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Napias Idaho Roadless Area contains 15.17 miles of motorized routes. There are 8.17 miles of system routes and 7.0 miles of unauthorized routes. No motorized restrictions were in place in the roadless area in the previous travel plan. All the acres were open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Napias Idaho Roadless Area. All of the routes are in lands classified as General Forest.

Table A 56. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
General Forest (9,292 acres)	System Routes	8.18	3.15	4.79
	U Routes	6.98	0	0.16
Total Miles		15.16	3.15	4.95

Unroaded Lands: There are unroaded lands contiguous to the Napias Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 58. Napias roadless, unroaded, and total motorized routes). A total of 2.21 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Napias Roadless Area is seven air miles northwest of Salmon, Idaho, on the Salmon/Cobalt Ranger District. The area is bounded on the east by Forest Road 023, on the south by a powerline and the old Leesburg Road, and on the west by the Salmon Mountain Road (020) and logging activity. Access to the area can be gained from the forest roads.

The area is dissected by the headwaters of Moose Creek and Napias Creek, and lies in the basins of both creeks at elevations between 7,000 and 8,000 feet. Slopes range from 15 to 50 percent. Summer highs of 80 to 90 degrees Fahrenheit contrast with winter lows of 40 below zero. Annual precipitation of 20 to 35 inches falls mostly as snow. Soils are formed from granite and quartzite bedrock. Textures range from sand to sandy loams. Lodgepole pine is the major tree species, with some Douglas-fir. Grassy, wet meadows occur throughout the area. The ecosystems are grand fir/Douglas-fir and western spruce-fir.

Natural Integrity (Natural and Undeveloped): The Napias Roadless Area contains 8.17 miles of system routes and 7.0 miles of unauthorized routes, for a total of 15.17 miles of motorized routes within the roadless area, and there are 2.21 miles of unauthorized routes located on lands contiguous to the roadless area. The entire area was open to cross-country travel in the previous travel plan. The area is essentially natural appearing. Man's influence on the natural integrity of this area has been low. The area would be apparently natural to most visitors. However, there are mining related impacts that would be apparent to some visitors. One mineral related intrusion (access road) was identified in the southwest corner of the area. This road corridor does not meet roadless area criteria and has been removed from the inventory. One harvest related intrusion was identified on the eastern side of the area.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Due to size, surroundings, lack of topographic screening, small distance from core to perimeter and lack of diversity, this roadless area provides only low opportunities for solitude and primitive recreation experiences. Opportunities for challenging experiences or encountering serious hazards are rare.

Special Features: The scenery in this roadless area is considered common for the Salmon portion of the Salmon-Challis National Forest. There are no special attractions or features.

Manageability: Road corridors separate Napias from four other roadless areas on the north, west, south, and southeast. Napias is bordered by developed lands on the east. Size would not be a factor in developing logical boundaries for this area. However, manageable boundaries would be extremely difficult due to terrain and the surrounding roads.

Environmental Effects

Table A 57. Direct/indirect effects comparison of alternatives

Napias Creek Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		62	6	10
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	9,292	0	0
	Miles of System Routes	8.18	3.15	4.79
	Miles of U Routes	8.76	0.00	0.52
	Total Miles of Routes	16.94	3.15	5.31
	Acres of Dispersed Camping	9,292	383	444
Solitude	Acres Not Supporting Solitude	7,061	5,618	5,954
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		Stays the same		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs slightly from the existing condition within this area. The 8.18 miles of system routes would remain open to motorized use and 8.76 miles of unauthorized routes would be available for motorized use. This is 1.77 miles more unauthorized routes available for motorized use than in the existing condition. The entire 9,292 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future.

Opportunities for solitude and primitive recreation would remain low due to the small size, surroundings, lack of topographic screening, small distance from core to perimeter and lack of diversity, its size, distance from perimeter to core, lack of topographical screening, and permanent intrusions. Dispersed camping would be available on the entire 9,292 acres and 7,061 acres would not support solitude within the roadless area. Boundary modifications to improve manageability would be difficult due to terrain and surrounding roads.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 3.15 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain high, although mining and harvest related intrusions may be noticeable to some visitors. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 383 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would improve with the closure of the area to motorized cross-country travel and because fewer miles of motorized routes would be available than in Alternative 0. 5,618 acres along existing routes within and outside of the roadless area would not support solitude within the roadless area. Opportunities for primitive recreation would remain low.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Boundary modifications to improve manageability would be difficult due to terrain and surrounding roads.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 4.79 miles of system routes. 0.52 miles of unauthorized routes would be available for motorized use within the roadless area. The entire area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain high, although mining and harvest related intrusions may be noticeable to some visitors. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 444 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area.

The opportunity for solitude would improve with the closure of the area to motorized cross-country travel and because fewer miles of motorized routes would be available than in Alternative 0. 5,954 acres along existing routes within and outside of the roadless area would not support solitude within the roadless area. Opportunities for primitive recreation would remain low.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Boundary modifications to improve manageability would be difficult due to terrain and surrounding roads.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this

cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 58. Napias roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Motorized Routes			
60020	0.02	0.02	0.02
60052	0.41	0.41	0.18
60148			1.05
60272	0.04	0.04	0.04
6065	2.61	2.61	1.82
60721	0.06	0.06	0.06
60722	0.01	0.01	0.01
6076	1.61		1.61
6098	2.17		
6234	1.25		
Total System Routes	8.18	3.15	4.79
U222001C	0.05		
U222001D	0.24		
U222009B	0.06		
U222010A	0.03		
U222010B	0.09		
U222011A	0.04		
U222011B	0.58		
U222011C	0.05		
U222011D	0.1		
U222012F	0.01		
U222012G	0.29		0.16
U222012H	0.1		
U222012I	0.08		
U222012J	0.07		
U222012K	0.02		
U222012L	0.14		
U222012M	0.25		
U222012N	0.3		
U222108A	0.05		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U222108B	0.09		
U222108C	0.18		
U222108D	0.09		
U222108E	0.02		
U222118A	1.93		
U222118B	0.11		
U222118C	0.56		
U222118D	0.03		
U222118E	0.46		
U222118G	0.17		
U222118H	0.09		
U222118I	0.18		
U222118J	0.06		
U222118K	0.09		
U222118L	0.03		
U222118M	0.09		
U232130AK	0.14		
U232130AL	0.04		
U232130AM	0.02		
U232131AO	0.05		
Total Unauthorized Routes	6.98	0	0.16
Total Routes	15.16	3.15	4.95
Motorized Routes			
U222009B	0.04		
U222010A	0.02		
U232024A	0.60		
U232024F	0.12		
U232024G	0.04		
U232024H	0.10		
U232036E			0.36
U232119E	0.24		
U232119F	0.09		
U232130AK	0.03		
U232130AN	0.03		
U232130AO	0.02		
U232130AP	0.05		
U232130G	0.27		
U232130Q	0.07		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U232130R	0.04		
U232130S	0.03		
U232131AO	0.00		
Total Unroaded Routes	1.78	0.00	0.36
All Unroaded = 2.14			
Total Motorized Routes			
60020	0.02	0.02	0.02
60052	0.41	0.41	0.18
60148			1.05
60272	0.04	0.04	0.04
6065	2.61	2.61	1.82
60721	0.06	0.06	0.06
60722	0.01	0.01	0.01
6076	1.61		1.61
6098	2.17		
6234	1.25		
Total System Routes	8.18	3.15	4.79
U222001C	0.05		
U222001D	0.24		
U222009B	0.10		
U222010A	0.05		
U222010B	0.09		
U222011A	0.04		
U222011B	0.58		
U222011C	0.05		
U222011D	0.10		
U222012F	0.01		
U222012G	0.29		0.16
U222012H	0.10		
U222012I	0.08		
U222012J	0.07		
U222012K	0.02		
U222012L	0.14		
U222012M	0.25		
U222012N	0.30		
U222108A	0.05		
U222108B	0.09		
U222108C	0.18		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U222108D	0.09		
U222108E	0.02		
U222118A	1.93		
U222118B	0.11		
U222118C	0.56		
U222118D	0.03		
U222118E	0.46		
U222118G	0.17		
U222118H	0.09		
U222118I	0.18		
U222118J	0.06		
U222118K	0.09		
U222118L	0.03		
U222118M	0.09		
U232024A	0.60		
U232024F	0.12		
U232024G	0.04		
U232024H	0.10		
U232036E			0.36
U232119E	0.24		
U232119F	0.09		
U232130AK	0.17		
U232130AL	0.04		
U232130AM	0.02		
U232130AN	0.03		
U232130AO	0.02		
U232130AP	0.05		
U232130G	0.27		
U232130Q	0.07		
U232130R	0.04		
U232130S	0.03		
U232131AO	0.05		
Total Unauthorized Routes	8.76	0.00	0.52
Total Routes	16.94	3.15	5.31
Number of System Routes	9	6	8
Number of U Routes	53	0	2
Number Total Routes	62	6	10
Number Routes added to the system	NA	0	3

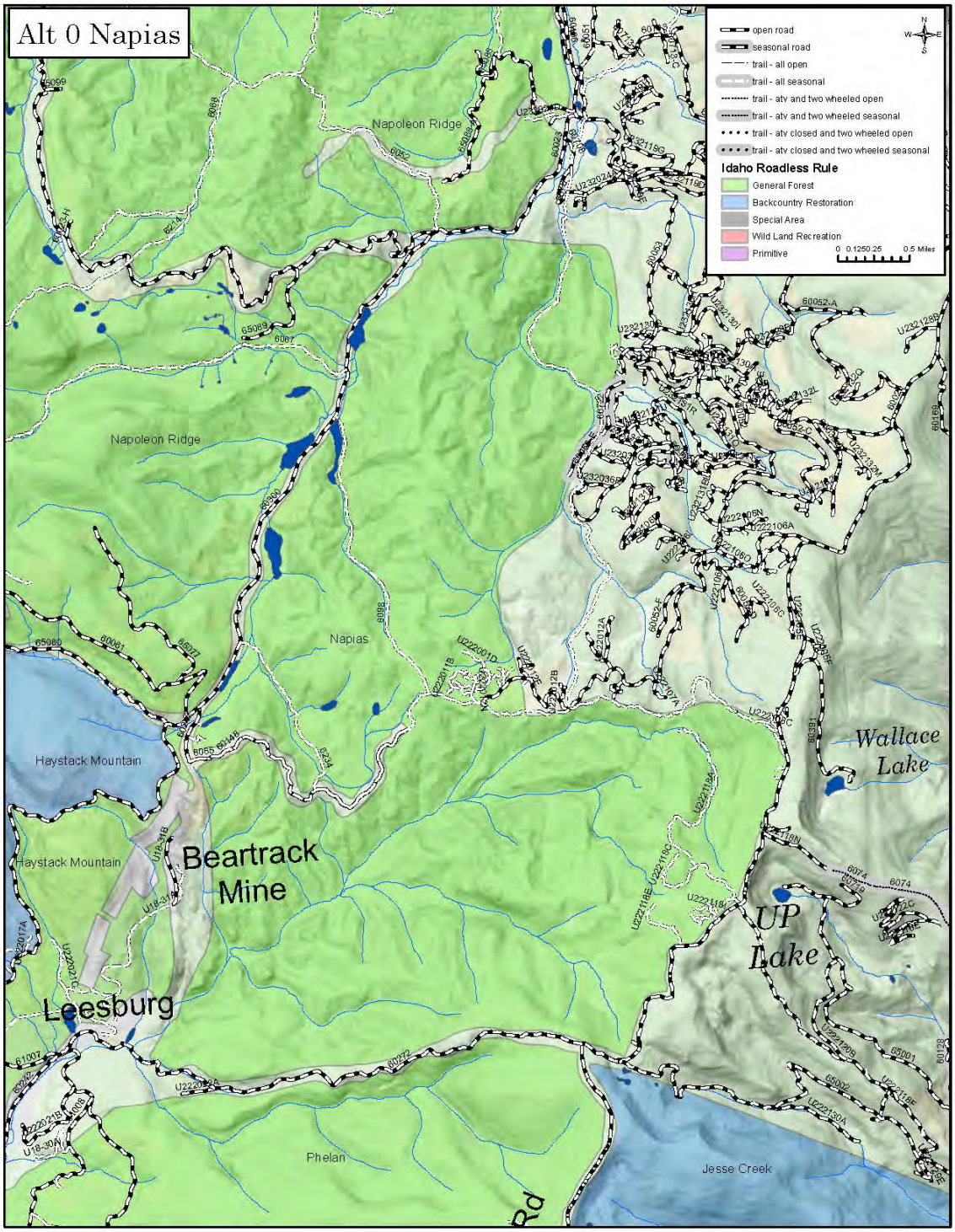

Figure A 40. Napias Alternative 0

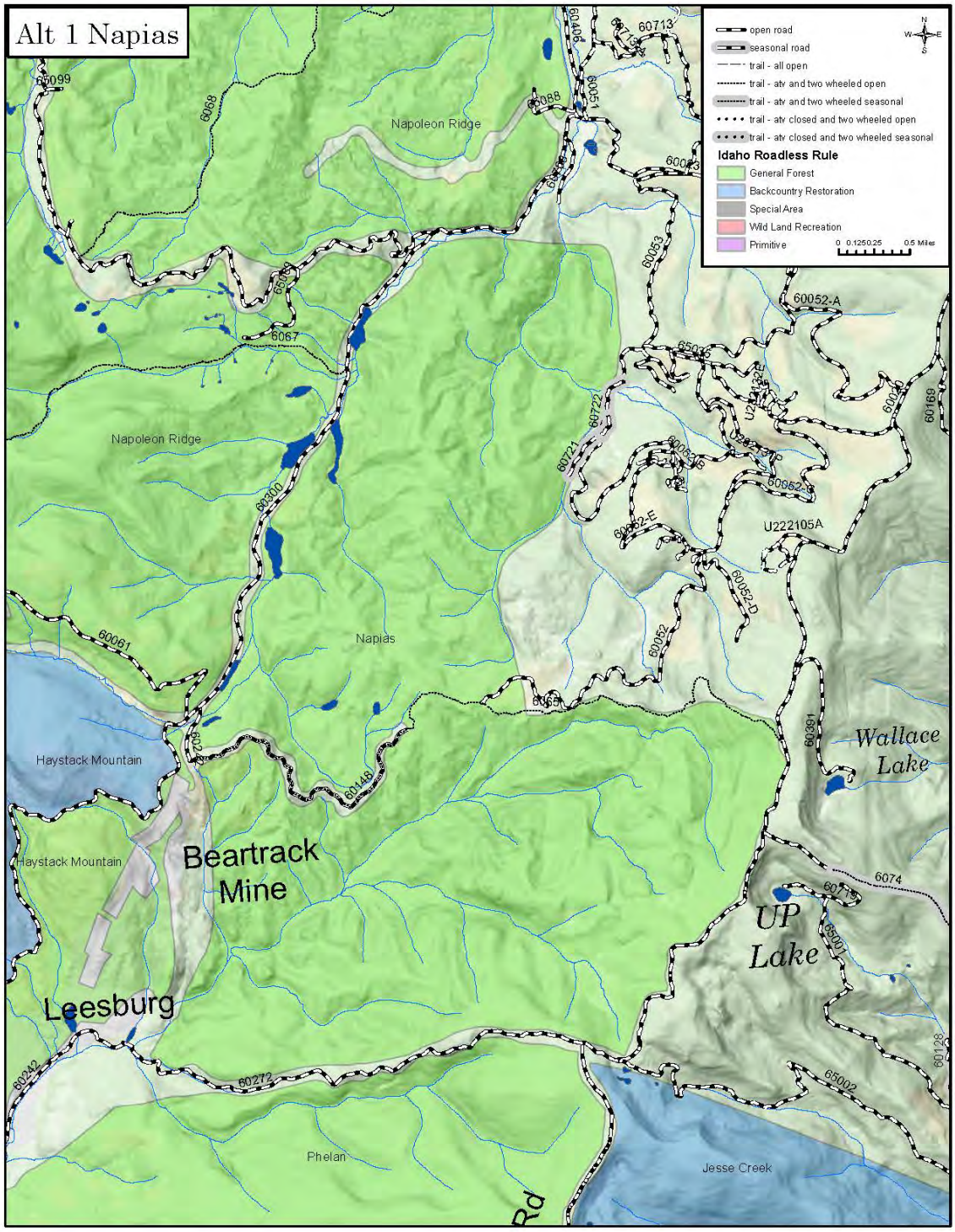

Figure A 41. Napias Alternative 1

Figure A 42. Napias 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 58 and Figure A 42.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable/Improving	Route is a short spur off of an existing open route that passes through the core of this roadless area. The area is dissected by the headwaters of Moose Creek and Napias Creek, and lies in the basins of both creeks at elevations between 7,000 and 8,000 feet. Watershed conditions are generally good in the area, but several areas have been significantly impacted by mining and other land management activities. Effects from route to soil, water and air resources are indirect and minimal.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/ Improving	Lodgepole pine is the major tree species, with some Douglas-fir. Grassy, wet meadows occur throughout the area. The ecosystems are grand fir/Douglas-fir and western spruce-fir. This area contains a small amount of fish habitat, primarily confined to upper Napias Creek. The dense, homogeneous lodgepole pine and mixed conifer timber on this area provides good security cover for mule deer and elk. However, the area is currently below habitat potential for both species due to the scarcity of natural openings or forage areas. Some wet areas with old growth spruce and/or mixed conifer timber are present, but overall wildlife habitat diversity is low for small birds and mammals. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Habitat for threatened bull trout, Chinook salmon, and steelhead overlap the roadless area. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, northern goshawk, three-toed woodpecker, boreal owl and great gray owl, habitat for wolverines, and spotted frogs. Habitat for sensitive species westslope cutthroat trout is found in this roadless area. Whitebark pine and Lemhi penstemon, sensitive plant species, are likely to occur in the roadless area. TES species would not be impacted by the analyzed route.
Primitive and semi-primitive classes of recreation	No	Stable	Route is located in the General Forest theme and is a short spur off of an existing open route. Due to size, surroundings, lack of topographic screening, small distance from core to perimeter and lack of diversity, this roadless area provides only low opportunities for solitude and primitive recreation experiences. Opportunities for challenging experiences or encountering serious hazards are rare. Recreation use is extremely light and is related to

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
			hunting. This route is located in an area which has already been roaded and harvested; therefore there would be little additional effect from route location and use.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The scenery is generally natural appearing and man's influence on the natural integrity has been low with the exception of mining and some timber harvest related impacts. The scenery in this roadless area is considered common for the Salmon portion of the Salmon-Challis National Forest. There are no special attractions or features. The route is a short spur near the boundary of the area that does not detract from the overall character, the area's natural appearance and integrity remains intact.
Traditional cultural properties and sacred sites	No	Stable	The potential for prehistoric cultural resources is considered low, but the potential for historic cultural resources is considered high. No impact to these resources.
Other locally unique characteristics	No	Stable or None	There are no special attractions or features.

Napoleon Ridge Roadless Area (51,426 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Napoleon Ridge Roadless Area was assigned to Management Prescription 4B-1 (9,938 acres), 5B (36,947 acres), 5C (1,625 acres) and 6B (2,916 acres). Motorized routes are located in these management prescriptions.

- 4B-1 – Emphasis is on managing key elk summer range to enhance habitat conditions.
- 5B – Emphasis is on producing long-term timber outputs through a moderate level of investment in regeneration and thinning.
- 5C – Emphasis is on producing long-term timber outputs through a low level of investment in regeneration and thinning.
- 6B – Emphasis is on management of river segments designated as components of the Wild and Scenic River system or those whose eligibility for designation is to be retained.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Napoleon Ridge Idaho Roadless Area contains 49.20 miles of motorized routes. There are 46.32 miles of system routes and 2.88 miles of unauthorized routes. Motorized restrictions were in place in a small portion of the roadless area in the previous travel plan with 50,466 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Napoleon Ridge Idaho Roadless Area. All of the routes are in lands classified as General Forest and Backcountry Restoration.

Table A 59. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Forest Plan Special Area[1] (3,095 acres)	System Routes	1.89	0.00	0.00
	U Routes	0.00	0.00	0.00
Backcountry Restoration (16,923 acres)	System Routes	6.73	2.01	2.45
	U Routes	0.22	0.00	0.00
General Forest (31,408 Acres)	System Routes	37.73	14.60	15.98
	U Routes	2.66	0.00	0.58
Total System Routes		46.35	16.60	18.43
Total U Routes		2.88	0.00	0.58
Total Route Miles		49.23	16.60	19.01

[1]Forest Plan Special Areas was used to identify areas specifically managed by Forest Plans, such as wild and scenic rivers, research natural areas, or other specific purposes identified in forest plans. These areas are managed under the Forest Plans of each Forest and the Idaho Roadless Rule does not apply. This area is listed and effects are analyzed in the environmental consequences section of this report.

Unroaded Lands: There are unroaded lands contiguous to the Napoleon Ridge Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 61. Napoleon Ridge roadless, unroaded, and total motorized routes). A total of 5.10 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Napoleon Ridge Roadless Area is located approximately 10 air miles north of Salmon, Idaho. The area is bounded on the north by a portion of the Salmon Wild and Scenic River, on the east by Forest road 020 along Napoleon Ridge; on the south by Forest Road 023, on the west by Forest Road 032 along Pine Creek. The Pine Creek Road also separates the roadless area to the west, which was included as a part of the Stormy Peak-Dump Creek Roadless Area. Access to this area can be gained from the forest roads adjacent to the area.

The area is dissected by four major drainages, Pine Creek, Moose Creek, East Boulder Creek, and Dump Creek. The topography is steep, 70 percent or greater slopes, along the Salmon River. Above 6800 feet the topography is relatively flat, forming a large basin. Elevations range from about 4,000 feet to over 8,300 feet at Point of Rocks. Granite from the Idaho Batholith is the bedrock from which the soils are derived, resulting in loamy sand to sand textured soils. Summer highs of 80 to 90 degrees Fahrenheit contrast with winter lows of 35 degrees below zero. The vegetation along the Salmon River Breaks is Douglas-fir and ponderosa pine, with openings of sagebrush and grass. The vegetation at higher elevations is lodgepole pine, with large grassy meadows along the streams. The ecosystems are western spruce-fir, grand fir/Douglas-fir, and western ponderosa pine.

Natural Integrity (Natural and Undeveloped): The Napoleon Ridge Roadless Area contains 46.32 miles of motorized system routes, and 2.88 miles of unauthorized routes for a total of 49.2 miles of motorized routes within the roadless area, and there are 5.10 miles of unauthorized routes located on lands contiguous to the area. A majority of the roadless area, 50,446 acres, were open to cross-country travel in the previous travel plan. The northern portion of this area is substantially natural appearing, but is bordered by lands that have been intensively logged on the

east, west, and south. It is separated from three other roadless areas by road corridors on the south. The southern area has some modified, primarily through timber harvest activities, which have fragmented this area. Pockets remain where this modification is not noticeable. The area is surrounded by other areas of similar road and harvest densities. Past and current activities have influenced the area's natural integrity; these impacts would last for many years and are readily apparent to visitors. The mining-related impacts that exist are long term in nature, with little feasibility of correction; however, they comprise a small percentage of the area.

Intrusions were identified within the inventoried boundaries. These intrusions resulted from timber sales and road corridors.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Due to small size, small distance from perimeter to core, only moderate topographic and vegetative screening and lack of diversity, the area provides little opportunity for solitude and primitive recreation. Opportunities for challenging experiences are rare.

Special Features: Although there is outstanding scenery along the Salmon River Breaks, the scenery in the remainder of the area is considered common for the Salmon portion of the Salmon-Challis National Forest. About 3,100 acres are within the designated Wild and Scenic River corridor along the Salmon River.

Manageability: Due to the area's shape, the existing intrusions and fingers caused by road corridors and the terrain in the southern two-thirds of the roadless area, it would be virtually impossible to develop logical and manageable boundaries for this area. Mitigation by boundary change would be difficult at best. Size is a factor with this roadless area, as portions no longer meeting minimum size requirements for wilderness designation have been isolated by intrusions and portions remaining are in long, narrow bands.

Environmental Effects

Table A 60. Direct/indirect effects comparison of alternatives

Napoleon Ridge Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		38	9	11
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	50,466	0	0
	Miles of System Routes	46.32	16.59	18.42
	Miles of U Routes	7.97	0.00	1.03
	Total Miles of Routes	54.29	16.59	19.45
	Acres of Dispersed Camping	50,466	1,469	1,253
Solitude	Acres Not Supporting Solitude	32,332	19,623	23,225
Special Features and Values	Routes Affecting Special Features Wild and Scenic River	None	None	None
Manageability		Stays the same		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition within this area. The 46.32 miles of system routes would remain open to motorized use and 7.97 miles of unauthorized routes would be available for motorized use. This is 5.06 more miles of motorized routes than are available in the existing condition. This difference is because several of the previously unauthorized routes are being proposed for designation. The 50,466 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future.

Opportunities for solitude would remain low due to its size, distance from perimeter to core, and lack of topographical and vegetative screening. Dispersed camping would be available on 50,466 acres and 32,332 acres would not support solitude within the roadless area.

The boundary could not be modified to improve manageability due to the areas shape and existing intrusions. If boundary modifications were made, the remaining areas with wilderness characteristics would no longer meet the minimum size requirements.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 16.59 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 51,426 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact in the northern portion of the area. Past and current activities that have influenced the natural integrity in the southern portion of the area would remain noticeable. The undeveloped character would be enhanced by the reduction in the number of miles of motorized routes available for use. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 1,469 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized routes and closure of the area to cross-country travel; however opportunities for solitude would remain limited due to the areas size, distance from perimeter to core, and lack of topographical and vegetative screening. 19,623 acres along existing routes within and outside of the roadless area would not support solitude within the roadless area. Opportunities for primitive and unconfined recreation would remain limited.

No proposed routes would affect the recreational section of the Salmon Wild and Scenic River that runs along the northern boundary.

Boundaries would not change and unroaded areas would remain the same. The boundary could not be modified to improve manageability due to the areas shape and existing intrusions. If boundary modifications were made, the remaining areas with wilderness characteristics would no longer meet the minimum size requirements.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 18.42 miles of system routes and 1.03 miles of unauthorized routes would be available for motorized use within the roadless area. The entire 51,426 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact in the northern portion of the area. Past and current activities that have influenced the natural integrity in the southern portion of the area would remain noticeable. The undeveloped character would be enhanced by the reduction in the number of miles of motorized routes available for use. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 1,253 acres within and along the boundary of the roadless area due to existing routes that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitably for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized routes and closure of the area to cross-country travel, however opportunities for solitude would remain limited due to the areas size, distance from perimeter to core, and lack of topographical and vegetative screening. 23,225 acres along existing routes within and outside of the roadless area would not support solitude within the roadless area. Opportunities for primitive and unconfined recreation would remain limited.

No proposed routes would affect the recreational section of the Salmon Wild and Scenic River that runs along the northern boundary.

Boundaries would not change and unroaded areas would remain the same. The boundary could not be modified to improve manageability due to the areas shape and existing intrusions. If boundary modifications were made, the remaining areas with wilderness characteristics would no longer meet the minimum size requirements.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 61. Napoleon Ridge roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
60023	2.39		2.39
60023-G	1.39		
60023-H	0.09	0.09	0.09
60025	0.39		
60061	3.46	3.46	3.46
60147	0.05	0.05	0.05
60332	0.42		
60433	0.13		
6052	1.08		0.25
6067	4.81	4.81	4.81
6068	5.1	5.1	5.1
6084	0.78		
6104	1.69		
6114.01	5.43		
6176	10.24		
6214	2.32		
65077	1.55		
65080	0.03		
65088	1.2	0.26	0.26
65088-A	0.95		
65089	0.75	0.75	
65098	2.01	2.01	2.01
65099	0.06	0.06	
Total System Routes	46.32	16.59	18.42
U141-18RT	0.4		
U16-38A	0.22		
U18-15A	0.48		
U222006B	0.27		
U231936A	0.7		
U232006A	0.11		
U232013H	0.46		
U232024C	0.09		
U232024D	0.14		
U232113B			0.58

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total Unauthorized Routes	2.87	0	0.58
Total Route Miles	49.19	16.6	19.01
Unroaded Motorized Routes			
U222005A	0.95		
U231936A	3.08		
U232006A	0.01		
U232013A	0.45		0.45
U232013C	0.03		
U232013E	0.12		
U232013G	0.19		
U232024C	0.13		
U232024D	0.08		
U232024E	0.07		
Total Unroaded Miles	5.10	0.00	0.45
All Unroaded = 5.10			
Total Motorized Routes			
60023	2.39		2.39
60023-G	1.39		
60023-H	0.09	0.09	0.09
60025	0.39		
60061	3.46	3.46	3.46
60147	0.05	0.05	0.05
60332	0.42		
60433	0.13		
6052	1.08		0.25
6067	4.81	4.81	4.81
6068	5.1	5.1	5.1
6084	0.78		
6104	1.69		
6114.01	5.43		
6176	10.24		
6214	2.32		
65077	1.55		
65080	0.03		
65088	1.2	0.26	0.26
65088-A	0.95		
65089	0.75	0.75	
65098	2.01	2.01	2.01

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
65099	0.06	0.06	
Total System Routes	46.32	16.59	18.42
U141-18RT	0.40		
U16-38A	0.22		
U18-15A	0.48		
U222005A	0.95		
U222006B	0.27		
U231936A	3.78		
U232006A	0.12		
U232013A	0.45		0.45
U232013C	0.03		
U232013E	0.12		
U232013G	0.19		
U232013H	0.46		
U232024C	0.22		
U232024D	0.22		
U232024E	0.07		
U232113B			0.58
Total Unauthorized Routes	7.97	0.00	1.03
Total Routes	54.29	16.59	19.45
Number of System Routes	23	9	9
Number of U Routes	15	0	2
Number Total Routes	38	9	11
Number Routes added to the system	NA	0	2

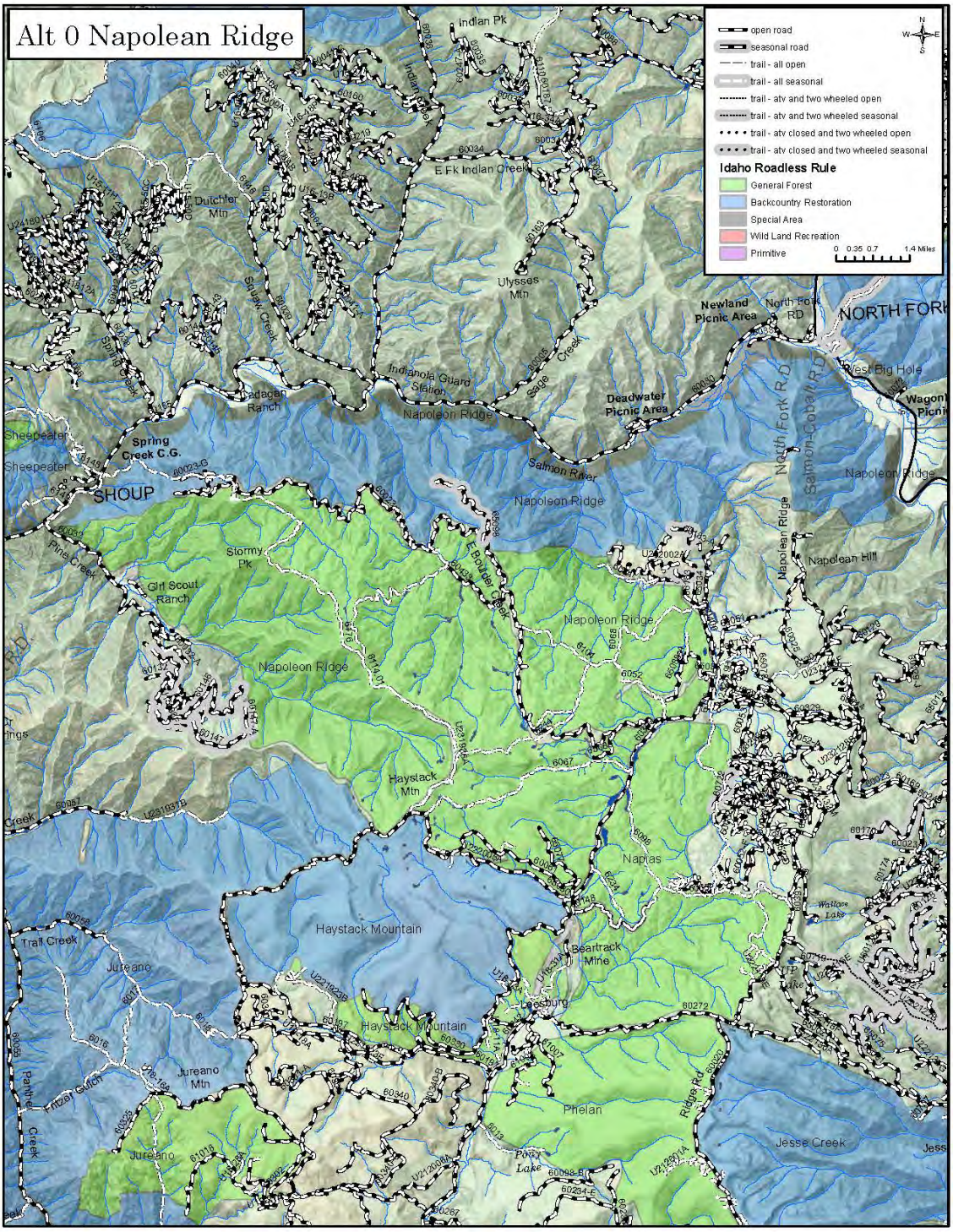

Figure A 43. Napoleon Ridge Alternative 0

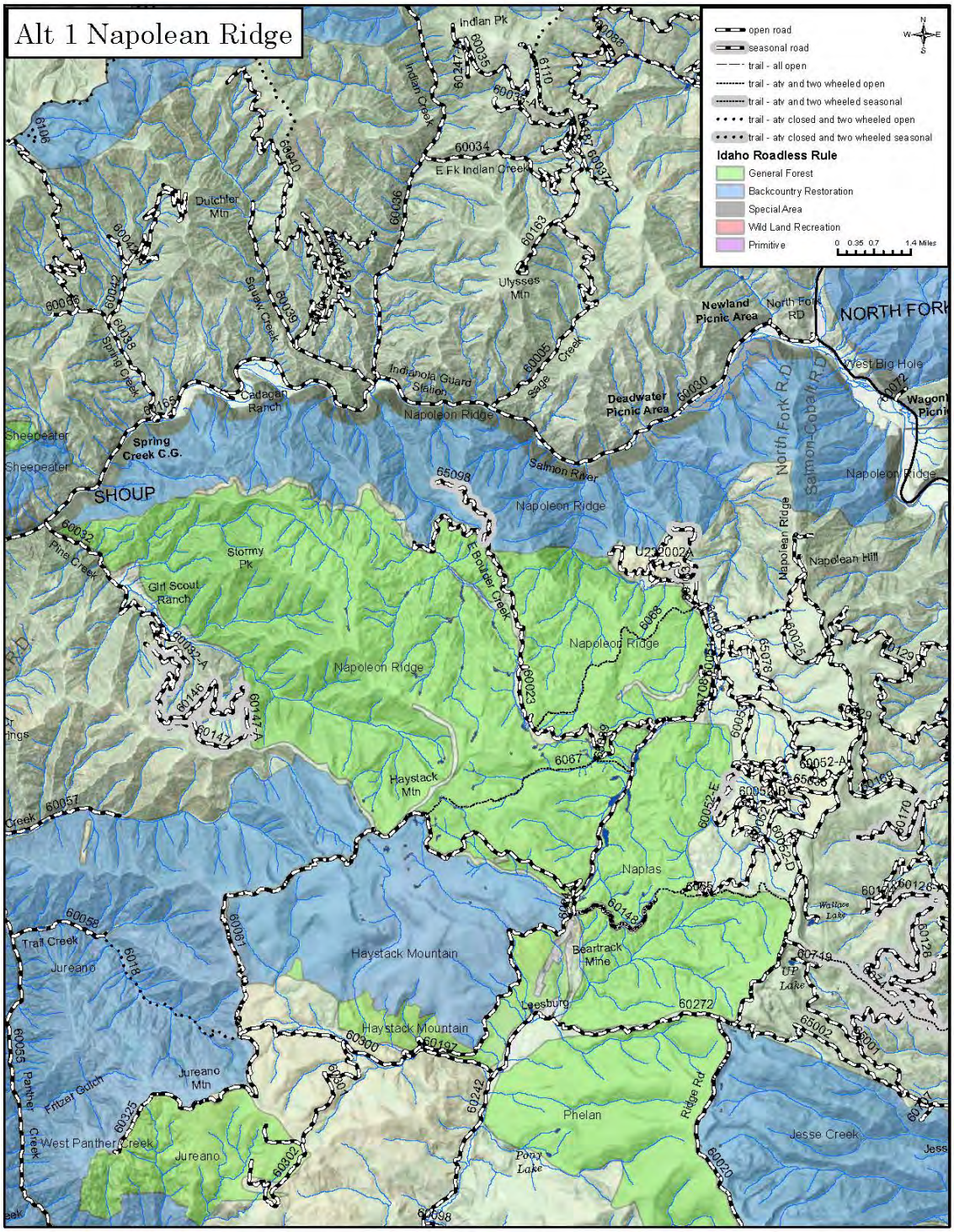

Figure A 44. Napoleon Ridge Alternative 1

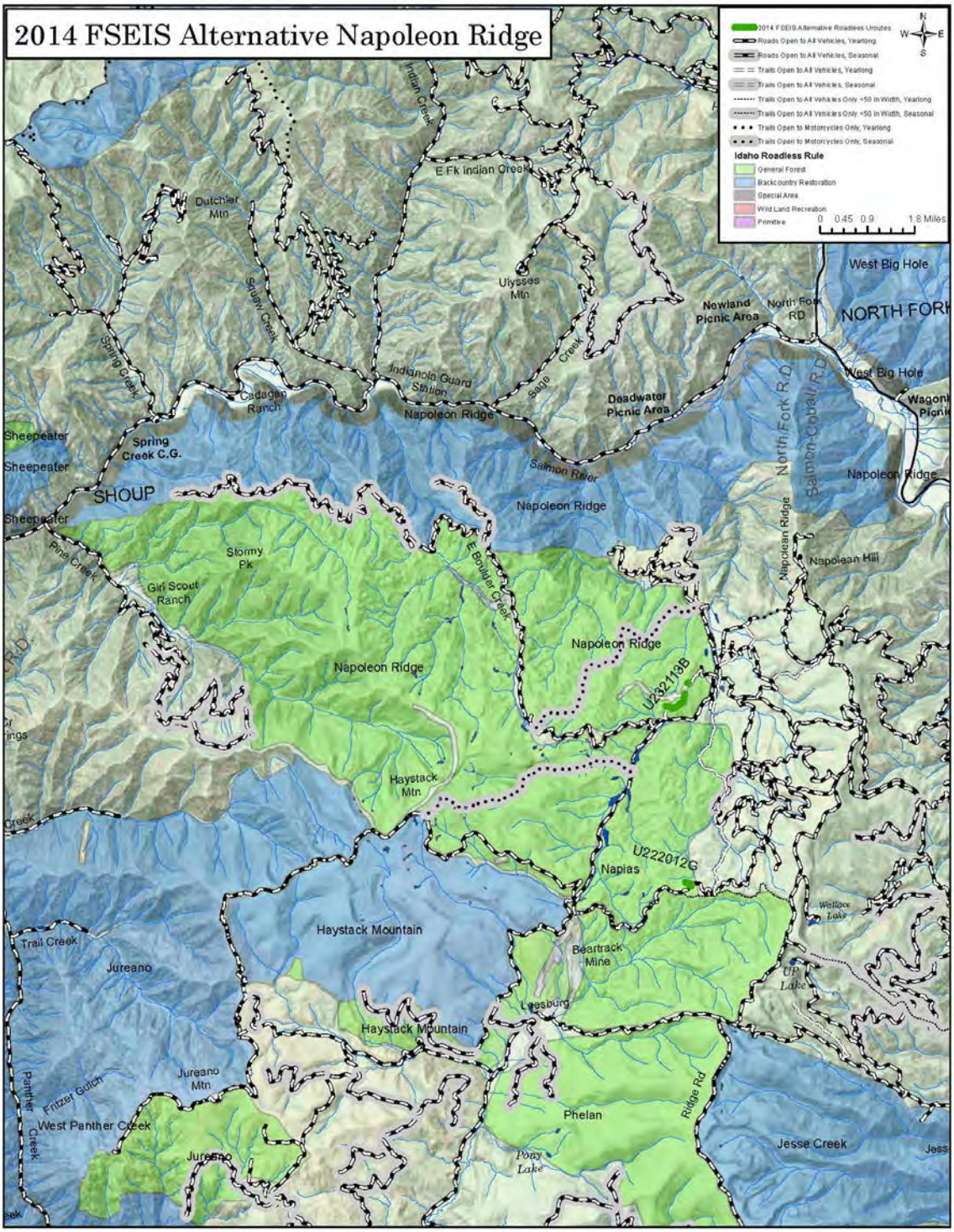

Figure A 45. Napoleon Ridge 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 61 and Figure A 45.

Table A 62. Napoleon Ridge Roadless Characteristics Worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable/Improving	Route is relatively short and connects to routes along the boundary of the roadless area. The area is dissected by four major drainages, Pine Creek, Moose Creek, East Boulder Creek, and Dump Creek. The topography is steep, 70 percent or greater slopes, along the Salmon River. Above 6800 feet the topography is relatively flat, forming a large basin. The area has small and moderate size drainages directly tributary to the Salmon River and Panther Creek. Hot Springs Creek has a natural hot spring used extensively for recreational bathing. Most of area is in good to excellent hydrologic condition; however, past mining has had an extensive impact on portions of the roadless area. Road and past timber sale activity have also altered areas near the area perimeter on the south, east and west sides. Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/ Improving	Wildlife habitat diversity is high ranging from harsh river breaks to homogeneous lodgepole pine stands. Lower elevations provide key big game winter range. The vegetation along the Salmon River Breaks is Douglas-fir and ponderosa pine, with openings of sagebrush and grass. The vegetation at higher elevations is lodgepole pine, with large grassy meadows along the streams. Old growth timber in the mid-elevational zone provides abundant habitat for cavity nesters and other species such as pileated woodpeckers and pine marten. Wildlife species include bighorn sheep, occasional mountain goats, mountain lion, elk, mule deer and bald eagles. Fisheries habitat conditions are good to excellent with moderate anadromous fish production potential. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed	Yes	Stable	Habitat for threatened bull trout, Chinook salmon, and steelhead overlap the roadless area. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, bighorn sheep, fisher, bald eagle, peregrine falcon, northern goshawk, three-toed woodpecker, flammulated owl, boreal owl and great gray owl and

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
areas of land			habitat for wolverines, Townsend big-eared bat, and spotted frogs. Habitat for sensitive species westslope cutthroat trout is found in this roadless area. Whitebark pine, a sensitive plant species, is likely to occur at upper elevations in the roadless area. TES species would not be impacted by the analyzed route.
Primitive and semi-primitive classes of recreation	No	Stable	Route is located in the General Forest management classification and serves as a connector to routes along the boundaries of the roadless area. The northern portion of the area is in the Backcountry/Restoration and is unimpacted by the proposed route. Due to small size, small distance from perimeter to core, only moderate topographic and vegetative screening and lack of diversity, the area provides little opportunity for solitude and primitive recreation. Opportunities for challenging experiences are rare. Recreation use is low and primarily hunting and firewood gathering. No impact from route location and use.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The northern portion of the area is substantially natural appearing, but is bordered by lands that have been intensively logged on the east, west, and south. The southern portion has been modified by timber harvest activities. The topography is steep, 70 percent or greater slopes, along the Salmon River. Above 6800 feet the topography is relatively flat, forming a large basin. Although there is outstanding scenery along the Salmon River Breaks, the scenery in the remainder of the area is considered common for the Salmon portion of the Salmon-Challis National Forest. The OHV route does not detract from the overall character, and the area's natural appearance and integrity remains intact.
Traditional cultural properties and sacred sites	No	Stable	The potential for prehistoric cultural resources is considered high along the Salmon River, moderate to low throughout the remainder of the roadless area. No impact to these resources.
Other locally unique characteristics	No	Stable or None	Although there is outstanding scenery along the Salmon River Breaks, the scenery in the remainder of the area is considered common for the Salmon portion of the Salmon-Challis National Forest. About 3,100 acres are within the designated Wild and Scenic River corridor along the Salmon River. No impact from the route analyzed.

Oreana Idaho Roadless Area (7,575 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Oreana Roadless Area was assigned to Management Prescription 3A-5B (7,546 acres). Twenty-nine acres of Management Prescription 7B Wilderness were mapped in GIS and are considered mapping errors. The analysis is completed to only include Management Prescription 3A-5B. Motorized routes are located in this management prescription.

- 3A-5B – Emphasis is on aquatic habitat management for anadromous fish species and producing long-term timber outputs through moderate investments in regeneration and thinning.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Oreana Idaho Roadless Area contains 10.62 miles of motorized routes. There are 4.36 miles of system routes and 6.26 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Oreana Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 63. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (7,575 acres)	System Routes	4.36	0.36	0.36
	U Routes	5.67	0	0.00
Total Miles		10.02	0.36	0.36

Unroaded Lands: There are unroaded lands contiguous to the Oreana Idaho Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 65. Oreana roadless, unroaded, and total motorized routes). A total of 3.39 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Oreana Roadless Area is 32 air miles northwest of Salmon, Idaho, on the North Fork Ranger District. The area is bounded on the north by a Forest Road (065) along Horse Creek and mining road in Horse Creek, on the east by the Horse Creek Pass Road (044), on the south by past timber activities near Tincup Hill and the Oreana Ridge Road (067), and on the west by the Frank Church – River of No Return Wilderness. Access to the area can be gained from the three bordering roads.

The area is dissected by the small drainages that flow into Horse Creek. The side slopes range from 30 to 60 percent. The topography is a result of the dendritic drainage pattern that Horse Creek has developed. Oreana Lookout, at over 8,000 feet, is the highest point in the area; the low point is at 6,000 feet. Summer highs of 80 to 90 degrees Fahrenheit contrast with winter lows of 40 below zero. Idaho Batholith granite bedrock has resulted in loamy sand to sand textured soils. Douglas-fir and lodgepole pine cover the area. The ecosystem represented is western spruce-fir.

Natural Integrity (Natural and Undeveloped): The Oreana Roadless Area contains 4.36 miles of motorized system routes and 6.26 miles of unauthorized routes for a total of 10.62 miles of motorized routes within the roaldess area, and there are 3.39 miles of unauthorized routes located on lands contiguous to the area. The entire roadless area was closed to cross-country travel in the previous travel plan. The area is substantially natural appearing. The area would appear natural to most visitors. Man's influence on the natural integrity of the area has been very low. The existing timber related impact could be mitigated by deletion.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Due to size, proximity to existing wilderness, good topographic screening, very good vegetative screening and lack of off-site intrusions, this area offers a high opportunity for solitude. The existence of some diversity and the lack of-developed recreation facilities combine with the previous factors to provide a high opportunity for primitive recreation experiences. Opportunities for challenging experiences or serious hazards are rare.

Special Features: The scenery is considered common for the Salmon portion of the Salmon-Challis National Forest, and the area has no special features or attractions.

Manageability: The Oreana Roadless Area is separated by a road corridor from the Little Horse and Sheepeater Roadless Areas on the south; is adjacent to the Frank Church -- River of No Return Wilderness on the west and northwest; and is bordered by developed lands on the northeast and east. Logical and manageable boundaries could be developed for this area. Boundary modification would be necessary to delete a timber related intrusion on the east. Size is not a factor.

Environmental Effects

Table A 64. Direct/indirect effects comparison of alternatives

Oreana Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		17	1	2
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	4.36	0.36	0.36
	Miles of U Routes	9.06	0.00	0.11
	Total Miles of Routes	13.42	0.36	0.47
	Acres of Dispersed Camping	6,988	207	210
Solitude	Acres Not Supporting Solitude	6,421	3,515	3,521
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		Stays the same		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition within this area. The 4.36 miles of system routes would remain open to motorized use and 9.06 miles of unauthorized routes would be available for motorized use. This is 2.8 more miles of motorized routes than are available in the existing condition. This difference is because several of the previously unauthorized routes are being proposed for designation. The entire roadless area would remain closed to cross-country travel, reducing the potential for unauthorized routes in the future.

Opportunities for solitude and primitive recreation would remain high and are enhanced by the proximity to the Frank-Church River of No Return Wilderness area on the west and northwest boundaries. Dispersed camping would be available on 6,988 acres and 6,421 acres would not support solitude within the roadless area. The boundaries could be modified to delete a timber related intrusion.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 0.36 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 7,575 acres within this roadless area would remain closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain high and the undeveloped character would be slightly enhanced by the reduction of motorized routes. In Alternative 1, there would be only one small intrusion by a motorized route along the southern boundary. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 207 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitably for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized routes and closure of the area to cross-country travel, opportunities for solitude would remain high due to the areas proximity to the Frank-Church River of No Return Wilderness area. 3,515 acres along existing routes within and outside of the roadless area would not support solitude within the roadless area. Opportunities for primitive and unconfined recreation would good.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. The boundaries could be modified to delete a timber related intrusion.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 0.36 miles of system routes and 0.11 miles of unauthorized routes would be available for motorized use within the roadless area. The entire 7,575 acres within this roadless area would remain closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain high and the undeveloped character would be slightly enhanced by the reduction of motorized routes. In the 2014 FSEIS Alternative, there would be only one small intrusion by a motorized route along the southern boundary. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 210 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitably for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorized routes and closure of the area to cross-country travel, opportunities for solitude would remain high due to the areas proximity to the Frank-Church River of No Return Wilderness area. 3,521 acres along existing routes within and outside of the roadless area would not support solitude within the roadless area. Opportunities for primitive and unconfined recreation would good.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. The boundaries could be modified to delete a timber related intrusion.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized

routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 65. Oreana roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
60065	0.36	0.36	0.36
6031	4		
Total System Routes	4.36	0.36	0.36
U15-23I	1.04		
U15-23M	0.89		
U15-23N	0.23		
U15-23O	0.45		
U15-23P	0.29		
U15-23Q	0.02		
U15-23R	0.03		
U15-23S	0.39		
U15-3B	0.28		
U251715A	1.82		
U251721A	0.06		
U251726C	0.17		
Total Unauthorized Routes	5.67	0	0
Total Roadless Routes	10.03	0.36	0.36
Unroaded Motorized Routes			
U15-2	1.80		
U15-23I	1.14		
U15-3B	0.14		
U251715A	0.17		
U251721A	0.11		0.11
U251721B	0.04		
Total Route Miles	3.39	0.00	0.11
All Unroaded = 3.39			
Total Motorized Routes			
60065	0.36	0.36	0.36
6031	4		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total System Routes	4.36	0.36	0.36
U15-2	1.80		
U15-23I	1.14		
U15-23I	1.04		
U15-23M	0.89		
U15-23N	0.23		
U15-23O	0.45		
U15-23P	0.29		
U15-23Q	0.02		
U15-23R	0.03		
U15-23S	0.39		
U15-3B	0.42		
U251715A	1.99		
U251721A	0.17		0.11
U251721B	0.04		
U251726C	0.17		
Total Unauthorized Routes	9.06	0.00	0.11
Total Routes	13.42	0.36	0.47
Number of System Routes	2	1	1
Number of U Routes	15	0	1
Number Total Routes	17	1	2
Number Routes added to the system	NA	0	1

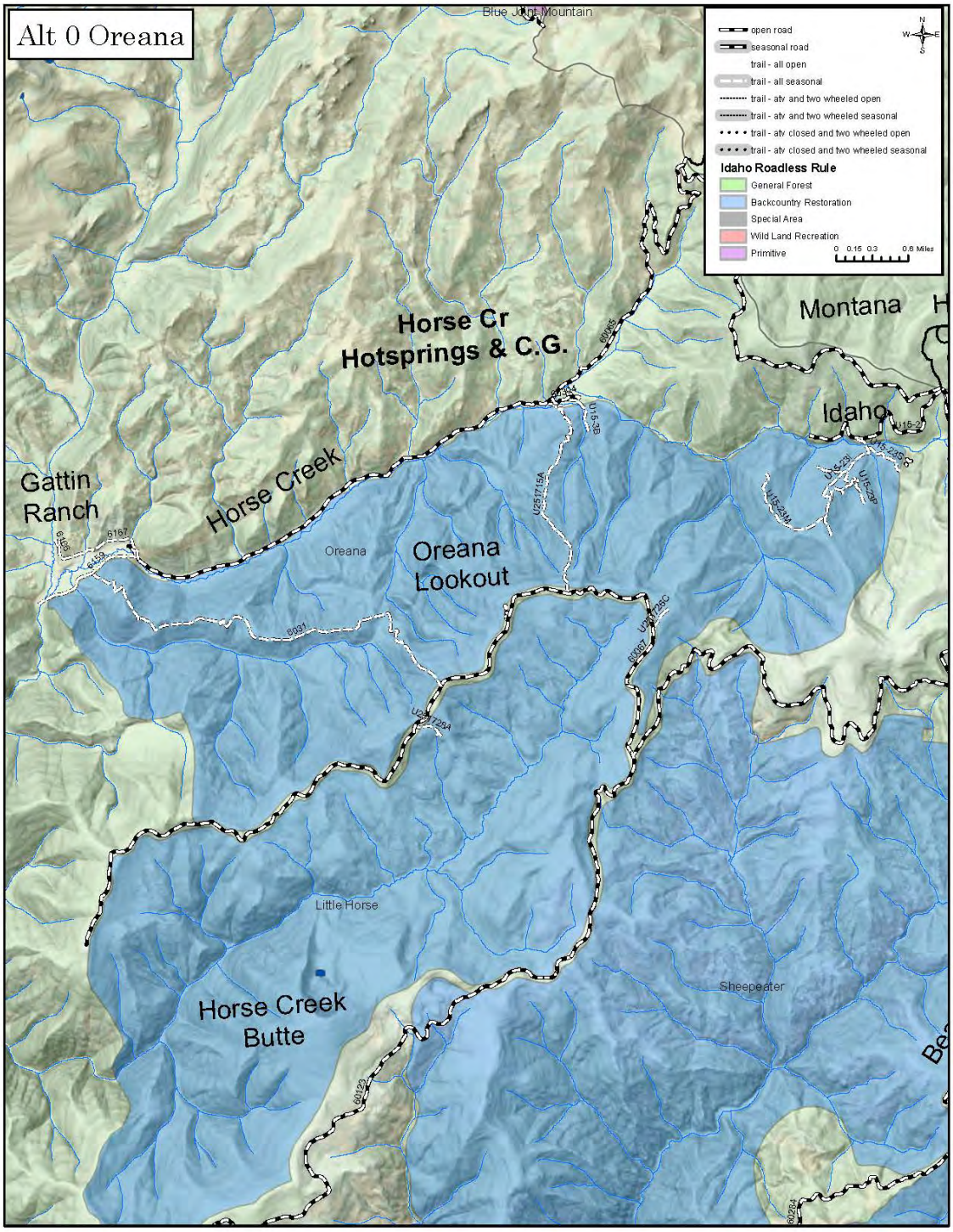

Figure A 46. Oreana Alternative 0

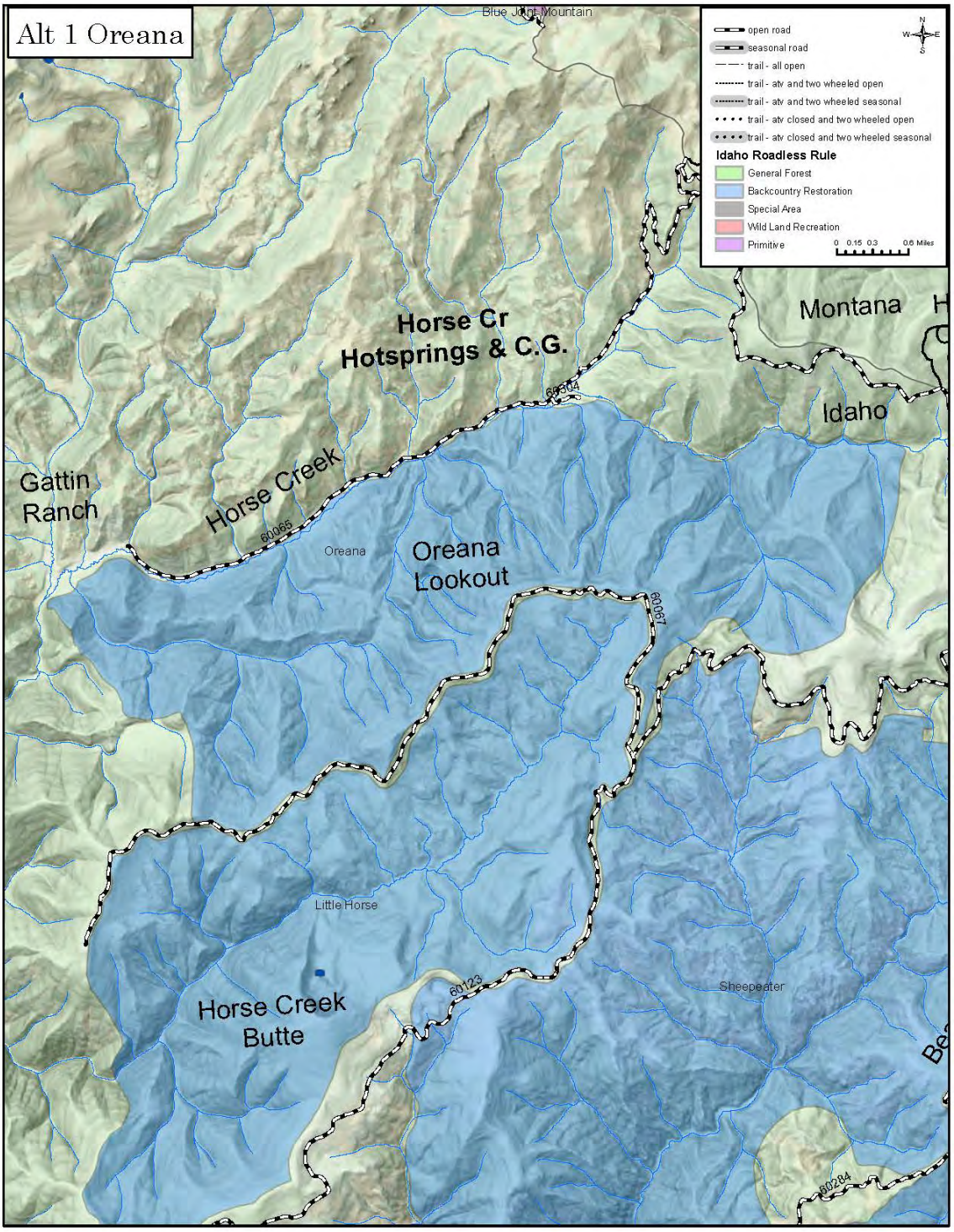

Figure A 47. Oreana Alternative 1

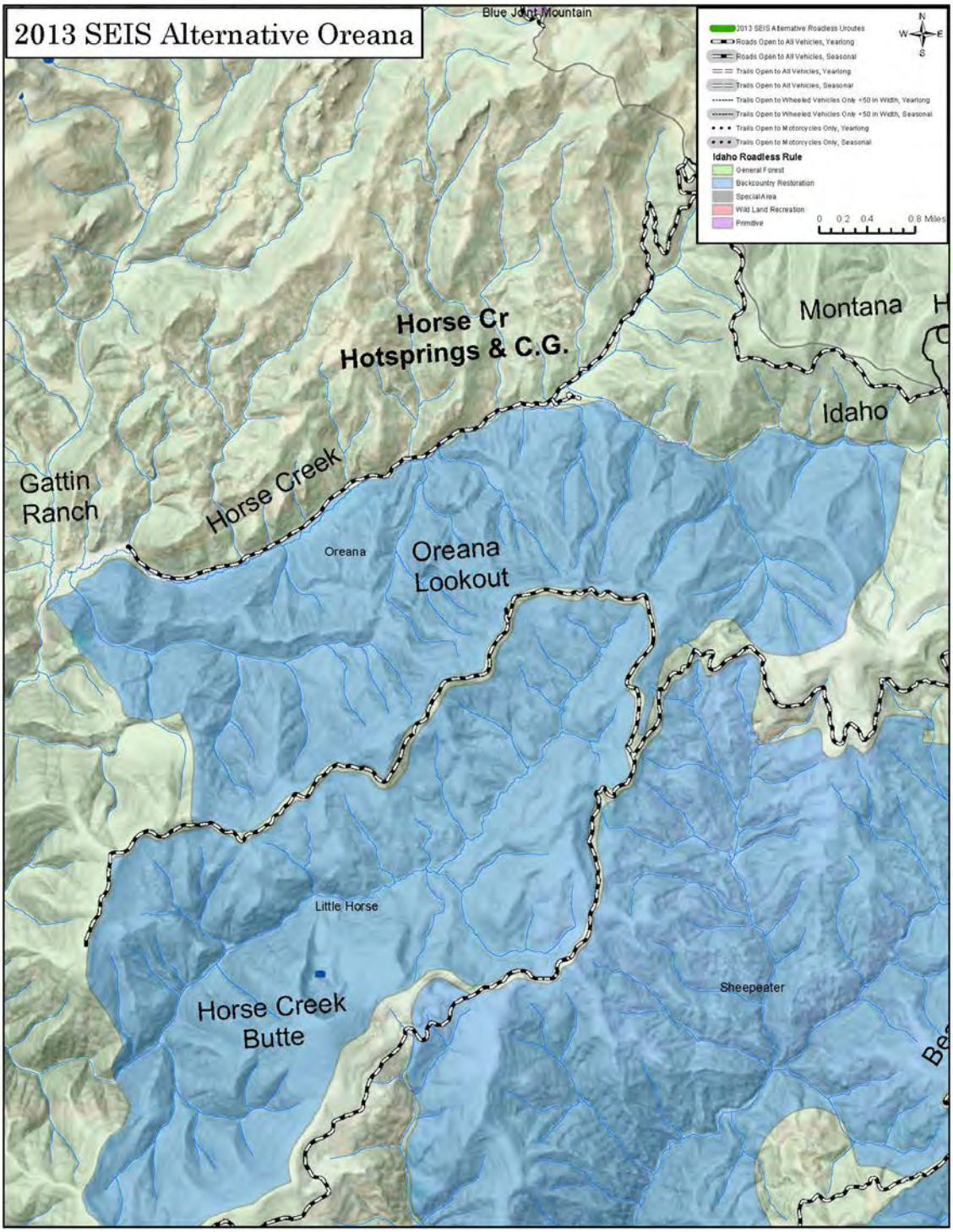

Figure A 48. Oreana 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 65 and Figure A 48.

Table A 66. Oreana roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving from wildfire effects	Route is a short segment off an open road and provides access to the Oreana Lookout. Oreana Lookout, at over 8,000 feet, is the highest point in the area; the low point is at 6,000 feet. Douglas-fir and lodgepole pine cover the area. The area has been impacted by large, mixed severity wildfires in 2011 and 2012. Located in the headwaters of Horse Creek, the area's high water yield results from an average annual precipitation greater than 40 inches. Geology in the area is dominated by granitic rock, and the soils are quite erosive and subject to movement. Recent fire disturbance in the area is expected to contribute additional sediment to streams which already carry naturally high levels. Water quality is likely to recover to its generally excellent state within several years. Effects from route to soil, water and air resources are indirect and minimal.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Highly Altered/ Improving	Douglas-fir and lodgepole pine covers the area. The ecosystem has been highly altered by recent wildfires. Early seral vegetation stages and associated wildlife habitats will be dominant for the near future in the area. No impact from this route.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Habitat for threatened bull trout, Chinook salmon, and steelhead is present in Horse Creek downstream of the roadless area. Bull trout are present in Horse Creek within the area. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, habitat for wolverines, and spotted frogs. Lemhi penstemon, a sensitive plant species, possibly occurs in the roadless area. TES species would not be impacted by the analyzed route.
Primitive and semi-primitive classes of recreation	No	Stable	Route intrudes into the southern boundary of the roadless area providing access to the Oreana Lookout. The route is located in the Backcountry Restoration management classification. Due to effects of recent wildfires, topographic and vegetative screening does not offer the high opportunity for solitude that previously existed. The existence of some diversity and the lack of-developed recreation facilities combine with the previous factors to provide a high opportunity for primitive recreation experiences. Opportunity for challenging experiences or serious hazards are rare. Recreation use is low due to steep terrain and lack of attractions in the area, however, the location adjacent to the FC-RONRW enhances recreation experiences. No impact from proposed route location and use.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The topography is a result of the dendritic drainage pattern that Horse Creek has developed. The scenery is considered common for the Salmon portion of the Salmon-Challis National Forest, and the area has no special features or attractions. The area is substantially natural appearing, albeit altered due to recent wildfires. Minimal effect to character and integrity due to low mileage, route location on roadless area perimeter.
Traditional cultural properties and sacred sites	No	Stable	The potential for prehistoric cultural resources is unknown. Historic cultural resource potential is low, although the Oreana Lookout structure is National Register eligible. No impact from the route analyzed.
Other locally unique characteristics	No	Stable or None	The area has no special features or attractions. No impact from proposed route.

Pahsimeroi Mountains Idaho Roadless Area (73,428 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Pahsimeroi Mountain Roadless Area was assigned to Management Areas 17 Pahsimeroi Mountains (46,919 acres) and 19 North Pahsimeroi (26,506 acres). Motorized routes are located in these management areas.

- 17 Pahsimeroi Mountains – The character of the land will remain essentially unchanged. Range and wildlife management will provide the dominant resource activities along with timber management on identified suitable acres. Leasing activities for oil and gas exploration could occur.
- 19 North Pahsimeroi – The character of the land will remain essentially unchanged. Range and wildlife management will provide the dominant resource activities. Management will emphasize range administration, and protection of visual quality.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Pahsimeroi Mountains Idaho Roadless Area contains 29.36 miles of motorized routes. There are 8.76 miles of system routes and 20.61 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 351 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Pahsimeroi Mountains Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 67. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (73,428 acres)	System Routes	8.75	8.75	9.35
	U Routes	0.34	0	1.17
Total Miles		9.09	8.75	10.53

Unroaded Lands: There are unroaded lands contiguous to the Pahsimeroi Mountains Idaho Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 69. Pahsimeroi Mountains roadless, unroaded, and motorized routes). A total of 0.54 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Pahsimeroi Mountains Roadless Area lies 11 miles southeast of Challis, Idaho, on the Challis and Lost River Ranger District. It is reached by jeep roads and moderately maintained forest roads along U.S. Highway 93 and county roads in the Pahsimeroi River Valley. Red Hill (027) and the Pahsimeroi Mountains (011) were originally considered to be one roadless area -- RARE II No. 4-209. Upon review, it was determined that the road from Lime Creek to Table Mountain has been, and would be, maintained for public use and administration. This road now separates the two roadless areas.

Natural Integrity (Natural and Undeveloped): The Pahsimeroi Mountains Roadless area contains a total of 29.36 miles of motorized routes in the area consisting of 8.76 miles of system routes and 20.61 miles of unauthorized routes, and .54 miles of unauthorized routes are located on the lands contiguous to the area. This sizeable roadless area includes 73,400 acres of National Forest System lands. The borders on the east and west generally follow the old Challis National Forest boundary. There are several intrusions into the Pahsimeroi Mountain area, such as the Rock Spring Canyon road, Grouse Creek Lake/Wino Basin Road, Grouse Creek/Mill Creek Road, Christian Gulch Road, and Crane Basin Road. Also, there are several livestock developments in these intrusions.

Located in the Lost River Range, this roadless area of land varies from rolling sagebrush-grass hills on the north end to high peaks, large cirque basins, steep slopes, generally narrow canyon bottoms below cirque basins, and alluvial fans on the south end. Some of the area is very rugged, with outstanding geologic features caused by repeated glaciation. The rugged slopes and 10,000 foot mountain tops and ridges provide a scenic backdrop to the valley ranches in the Lost River, Pahsimeroi Valley, and the community of Challis. The surrounding valleys contain irrigated hay fields, pasture lands, and a mosaic of willow/cottonwood riparian, and sagebrush communities.

The diversity of vegetation produces a broad spectrum of life zones, ranging from semi-arid shrublands to alpine rock and scree. Numerous vegetative types are present including sagebrush-grass, mountain mahogany, spruce, subalpine fir, Douglas-fir, whitebark pine, and lodgepole pine. The area belongs to the western spruce-fir forest ecosystem in the Rocky Mountain Forest ecoregion.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunity for primitive recreation and solitude is good. Challenging experiences include technical and non-technical climbing and cross-country travel. Typical primitive recreation activities include hunting and fishing.

Special Features: A large exposed fault scarp and other earthquake effects from the October 1983 Idaho earthquake are contained in this roadless area.

Manageability: The area boundaries on the east and west do not follow natural topographical features, and would be difficult to manage and enforce as wilderness boundaries. The border on the north follows the Table Mountain/Wino Basin Road and Lime Creek/Grouse Lake Road. The

southern boundary primarily follows the Double Springs Pass Road. Because of the intrusions, the boundaries are not geographically distinct, and manageability would be difficult. There is very little opportunity to change boundary lines to coincide with topographical features without eliminating large portions from the roadless area.

Environmental Effects

Table A 68. Direct/indirect effects comparison of alternatives

Pahsimeroi Mountains Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		11	9	14
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	351	0	0
	Miles of System Routes	8.75	8.75	9.36
	Miles of U Routes	0.44	0.00	1.62
	Total Miles of Routes	9.19	8.75	10.98
	Acres of Dispersed Camping	1,301	977	832
Solitude	Acres Not Supporting Solitude	16,390	16,321	17,003
Special Features and Values	Routes Affecting Special Features Earthquake exposed fault scarp	None	None	None
Manageability		Because of intrusions, the boundaries are not geographically distinct; there is very little opportunity to change the boundaries to coincide with topographical features without eliminating large portions of the roadless area		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs substantially from the existing condition in this area. 8.75 miles of system routes would be open to motorized use and 0.44 miles of unauthorized routes would be available. This is 20.17 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. 351 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. There are several road intrusions in the northern portion of the area. The boundaries are not distinct and would make management as wilderness challenging; there is little opportunity to modify the boundaries to coincide with topographic features without eliminating large portions of the roadless area.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 8.75 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The road intrusions in the northern portion of the roadless area detract from the undeveloped character of the area, due to the large size, the natural and undeveloped character in the southern portion of the area remains intact. Future effects would be minimized by closing the area to

cross-country travel. Dispersed camping would be available on 977 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for camping. The potential impacts from motorized access and dispersed camping would be less than proposed in Alternative 0 because fewer miles of motorized routes would be authorized and the entire area would be closed to cross country travel.

The opportunity for solitude would improve with closing the area to cross-country travel, and reducing the mileage of motorized routes. 16,321 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. When considering the area's large size, and steep terrain in places, there are still considerable opportunities for solitude and primitive recreation.

A large exposed fault scarp and other earthquake effects from the October 1983 Idaho earthquake are contained in this roadless area. The scarp runs along the western boundary of the roadless area, there are no proposed routes in this area and no impacts are anticipated.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 9.36 miles of existing system routes and 1.62 miles of unauthorized routes would be available. The entire area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The road intrusions in the northern portion of the roadless area detract from the undeveloped character of the area, due to the large size, the natural and undeveloped character in the southern portion of the area remains intact. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 832 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for camping. The potential impacts from motorized access and dispersed camping would be slightly more than proposed in Alternative 1 and the No Action Alternative because more miles of system and unauthorized motorized routes would be available.

The opportunity for solitude would improve with closing the area to cross-country travel. 17,003 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. When considering the area's large size, and steep terrain in places, there are still considerable opportunities for solitude and primitive recreation.

A large exposed fault scarp and other earthquake effects from the October 1983 Idaho earthquake are contained in this roadless area. The scarp runs along the western boundary of the roadless area, there are no proposed routes in this area and no impacts are anticipated.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 69. Pahsimeroi Mountains roadless, unroaded, and motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40110	0.18	0.18	0.18
40112	0.16	0.16	0.16
40113	3.33	3.33	3.42
40188	0.05	0.05	0.05
40228-A	0.82	0.82	2.05
40284	0.05	0.05	0.05
40345	1.51	1.51	1.51
40396	1.5	1.5	1.5
40701			0.44
40702	1.15	1.15	
Total System Routes	8.75	8.75	9.36
U122215A	0.18		
U122215B	0.16		
U132113A			0.19
U132219B			0.75
U27-01MM			0.24
Total Unauthorized Routes	0.34	0	1.18
Total Roadless Routes	9.09	8.75	10.54
Unroaded Motorized Routes			
U141-20JV			0.44
U122215B	0.05		
U122215A	0.05		
Total Unroaded Routes	0.10	0.00	0.44

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
All Unroaded = 0.54			
Total Motorized Routes			
40110	0.18	0.18	0.18
40112	0.16	0.16	0.16
40113	3.33	3.33	3.42
40188	0.05	0.05	0.05
40228-A	0.82	0.82	2.05
40284	0.05	0.05	0.05
40345	1.51	1.51	1.51
40396	1.5	1.5	1.5
40701			0.44
40702	1.15	1.15	
Total System Routes	8.75	8.75	9.36
U122215A	0.23		
U122215B	0.21		
U132113A			0.19
U132219B			0.75
U141-20JV			0.44
U27-01MM			0.24
Total Unauthorized Routes	0.44	0.00	1.62
Total Routes	9.19	8.75	10.98
Number of System Routes	9	9	9
Number of U Routes	2	0	5
Number Total Routes	11	9	14
Number Routes added to the system	NA	0	7

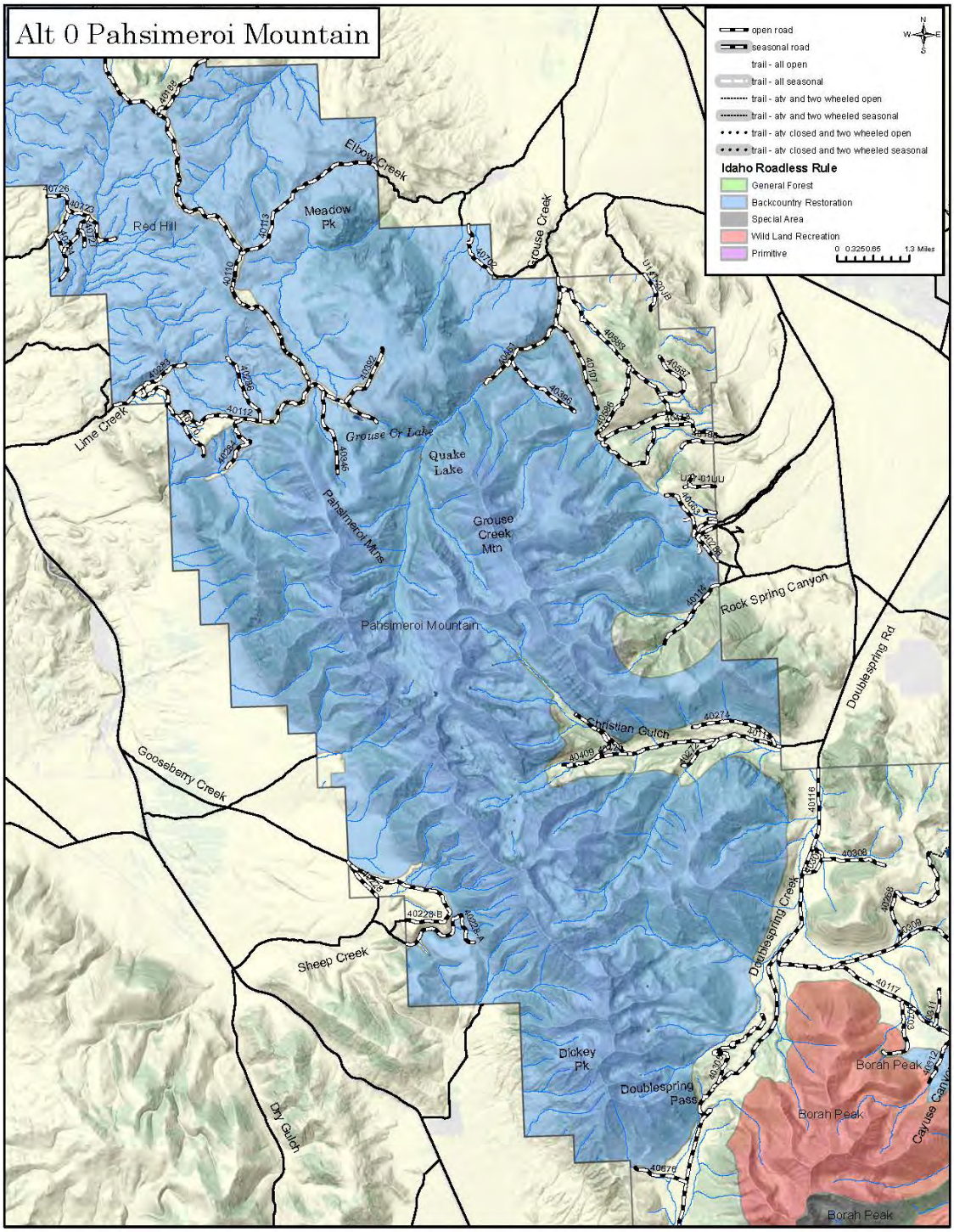

Figure A 49. Pahsimeroi Mountains Alternative 0

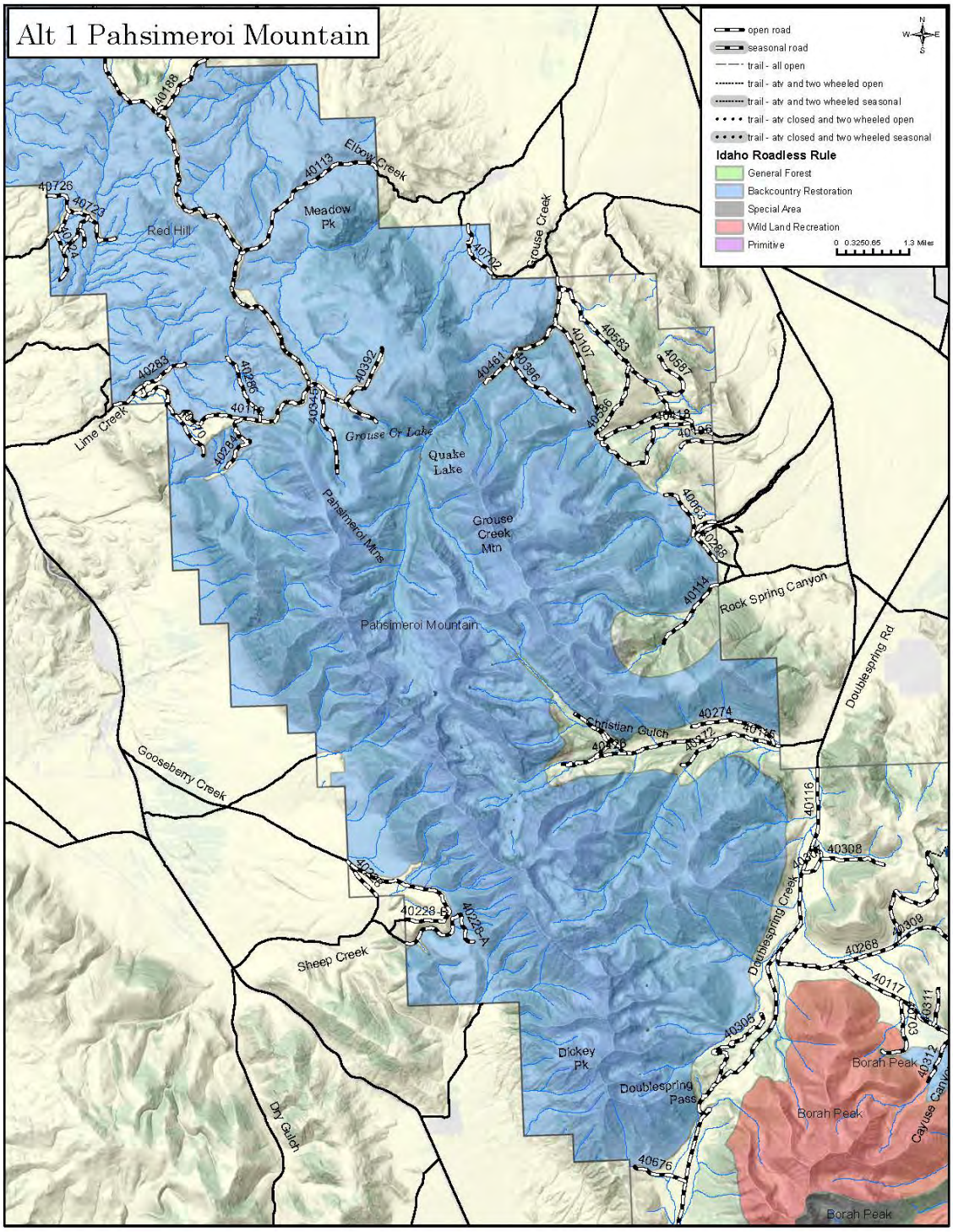

Figure A 50. Pahsimeroi Mountains Alternative 1

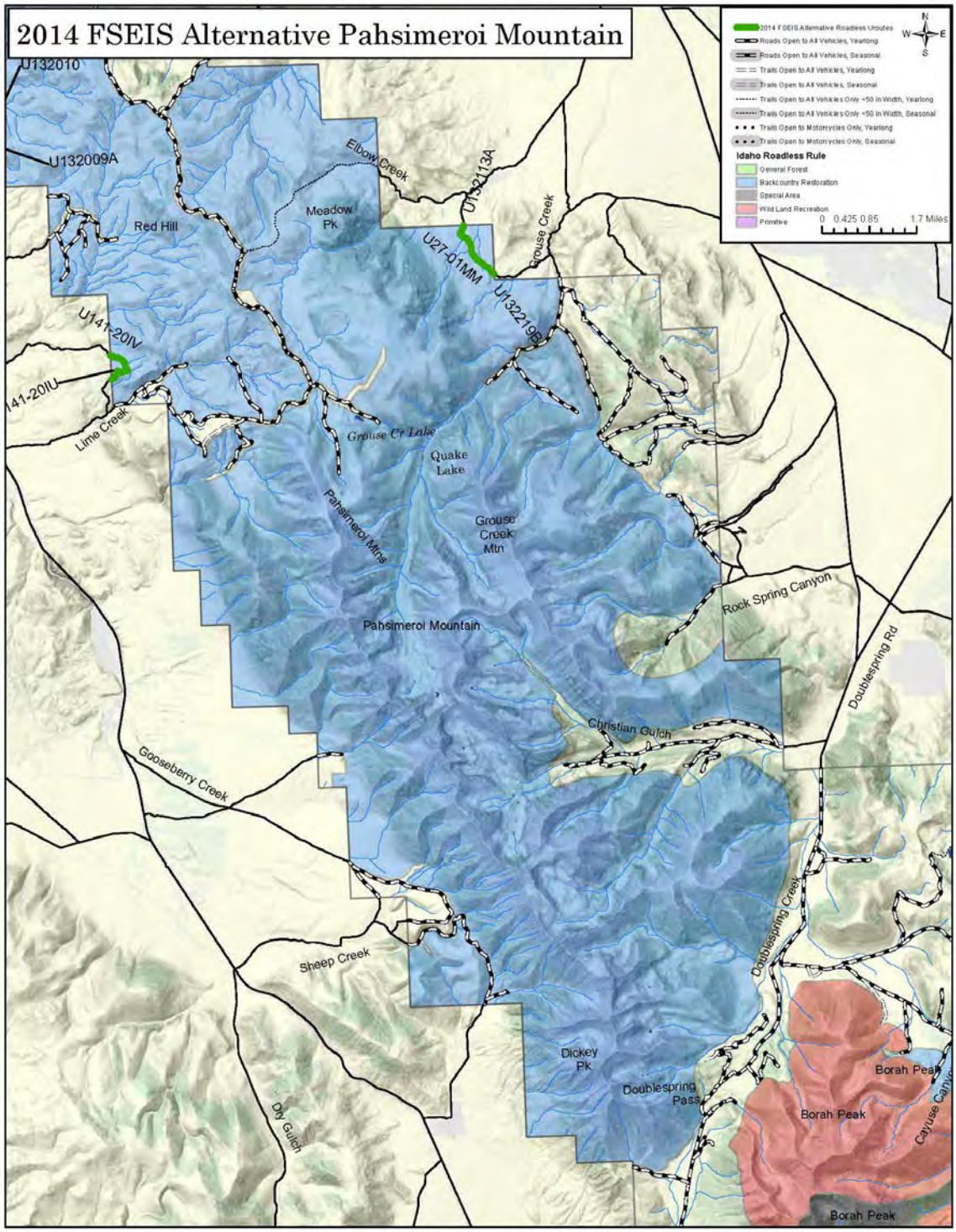

Figure A 51. Pahsimeroi Mountains 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 69 and Figure A 51.

Table A 70. Pahsimeroi Mountains roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving	The Preferred Alternative complies with Forest Plan soil and watershed standards and the Clean Water Act. Although this alternative increases the miles of routes within 300 feet of a water quality impaired stream in the Warm Spring Creek hydrologic unit from 4 miles to 5 miles, overall, measurement indicators are reduced in the Garden Creek-Salmon River and Lower Pahsimeroi 5th field hydrologic units when compared to the No Acton Alternative and Alternative 1. This is expected to minimize impacts to soil and water within this management area. Warm Springs Creek is a water quality impaired stream because of flow alteration (not pollutants or sediment) which is generally caused by irrigation practices. The watersheds located within the roadless area are contributing to gravity fed irrigation systems in Mill Creek in the Pahsimeroi. No impacts occurring to water quantity and quality where diverted downstream for private land agriculture irrigation systems
Sources of public drinking water	No	Stable or None?	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	Yes	Improving	Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Big game populations are well below the existing habitat capacity. The boundaries of this roadless area intersect an area that is being considered for a botanical area. It is an area that has a known concentration of lower elevation endemic and disjunct plant species. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable	Threatened species bull trout and sensitive westslope cutthroat trout habitat overlaps this roadless area. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, fisher, pygmy rabbit, bighorn, bald eagle, peregrine falcon, northern goshawk, three-toed woodpecker, sage grouse, flammulated owl, and habitat for wolverines, Townsend big-eared bat, and spotted frogs. Whitebark pine, a Region 4 sensitive plant species likely occurs at upper elevations. No impact to TES species or habitats.
Primitive and semi-primitive classes of recreation	No	Stable	Routes are primarily connectors for routes on adjacent BLM administered lands and located near perimeters of roadless area. Core of roadless areas unimpacted. Opportunity for primitive recreation and solitude remain good.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Reference landscapes for research study or interpretation	No	Stable or None	A large exposed fault scarp and other earthquake effects from the October 1983 Idaho earthquake are contained in this roadless area. Routes do not impact these features.
Landscape character and integrity	Yes	Improving to Stable	Minimal effect to character and integrity due to low mileage, route locations on roadless area perimeters.
Traditional cultural properties and sacred sites	No	Stable or None	Cultural resource values are relatively unknown, but it is highly probable that prehistoric sites exist. No impacts anticipated.
Other locally unique characteristics	No	Stable or None	No impacts to ice caves.

Pioneer Mountains Idaho Roadless Area (172,459 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Pioneer Mountains Roadless Area was assigned to Management Areas 11 Pioneer Mountains (123,196 acres) and 25 Antelope Creek (49,257 acres). Motorized routes are located in these management areas.

- 11 Pioneer Mountains - The management area will remain essentially unchanged and undeveloped. Dispersed recreation activities and opportunities will dominate the management strategy. Highly productive range lands will be intensively managed. That portion of the area proposed as Wilderness will remain in its natural condition. Management in the proposed wilderness areas, Pioneer Mountain (48,000 acres) and White Clouds (8,000 acres), will emphasis protection of the wilderness attributes. Management outside of those areas will emphasize maintenance of water quality, range administration, enhancement of fish and wildlife habitat and dispersed recreation opportunities.

- 25 Antelope Creek - Maintain the varied vegetation diversity and quality, providing good wildlife and fisheries habitat and a wide spectrum of dispersed recreation opportunities. Management will emphasize dispersed recreation opportunities, enhancement of fish and wildlife habitat, minerals activities and range administration.

The forest plan did not make an "irreversible and irretrievable" commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Pioneer Mountains Idaho Roadless Area contains 66.96 miles of motorized routes. There are 27.56 miles of system routes and 39.40 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 5,918 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Pahsimeroi Mountain Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 71. Motorized route miles in Idaho roadless management classification

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Wild Land Rec (49,639 acres)	System Routes	0.00	0.00	0.00
	U Routes	0.00	0.00	0.00
Forest Plan Special Area[1] (4,982 acres)	System Routes	0.00	0.00	0.00
	U Routes	0.00	0.00	0.00
Backcountry Restoration (117,839 acres)	System Routes	27.55	26.52	22.88
	U Routes	5.42	0.00	2.08
Total System		27.55	26.52	22.88
Total Unauthorized		5.42	0.00	2.08
Total Miles		32.98	26.53	24.95

[1]Forest Plan Special Areas was used to identify areas specifically managed by Forest Plans, such as wild and scenic rivers, research natural areas, or other specific purposes identified in forest plans. These areas are managed under the Forest Plans of each Forest and the Idaho Roadless Rule does not apply. This area is listed and effects are analyzed in the environmental consequences section of this report.

Unroaded Lands: There are unroaded lands contiguous to the Pioneer Mountains Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 73. Pioneer Mountains roadless, unroaded, and total motorized routes). A total of 4.74 miles of unauthorized routes are in these contiguous lands.

Affected Environment

More than half of the Pioneer Mountains Roadless Area is in the Lost River Ranger District of the Salmon-Challis National Forest, while the remainder is on the Ketchum Ranger District of the Sawtooth National Forest.

The Pioneer Mountains Roadless Area is located 20 miles southwest of Mackay, Idaho and 5 miles east of Ketchum, Idaho, in Custer and Blaine Counties. It extends for 38 miles in a northwest to southeast direction. It is bounded generally by the Wood River Valley on the southeast, the Trail Creek Road on the northwest, the East Fork Big Lost River on the northeast, and the National Forest boundary to the south. Primary access is by way of State Highway 75 in the Wood River Valley, the Trail Creek Road, the East Fork Big Lost River Road, the Antelope Creek Road, the Muldoon Creek Road, and the Little Wood River Road.

The mountainous terrain varies from alpine basins, flats and benches, to steep, rocky walls topped by mountain peaks. Glacial cirques with vertical relief of 3,000 to 4,000 feet are found at the base of many peaks. The Pioneer Range is the second highest in Idaho, with Hyndman Peak the highest point at 12,009 feet. The lower elevations of the area are near 6,000 feet. There are gentle, rolling hills in the eastern portion of the area. There are numerous lakes and streams.

Vegetation at the lower elevations consists of Douglas-fir, lodgepole pine, and aspen scattered in a sage-grass community. Spruce and wet sedge meadows occur in parts of the eastern portion of the roadless area. At higher elevations, vegetation changes to subalpine forest and then to alpine meadows under the barren mountain summits.

The area includes roughly 108,000 acres of Recommended Wilderness and therefore holds a high level of roadless characteristics.

Natural Integrity (Natural and Undeveloped): The Pioneer Mountains Roadless Area contains 66.96 miles of existing motorized routes consisting of 27.56 system motorized routes and 39.40 mile of unauthorized routes. There are 7.74 miles of unauthorized routes located on lands contiguous to the area. The majority of the area was closed to cross-country travel with 5,198 acres open to cross-country travel in the original travel plan. Natural integrity and appearance are rated very high in the central high peaks area, and high to moderate in the rest of the area. The large size, variation of topography, quality of the scenery, and visual screening enhance the natural integrity. There are, however, some localized impacts from past road and mining activities, and livestock grazing facilities. The Big Lost River portion contains three major road intrusions, reducing the distance from roads to less than 4 miles in most areas.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunities for solitude and primitive recreation are very good in the central high peaks area because of the distance from the boundaries, the rugged terrain, and topographic and vegetative screening. They are good, moderate, or low in the rest of the area. Opportunities for solitude and primitive recreation are reduced in the Big Lost River portion where the three main roads intrude into the area. Challenging experiences are readily available in the central high peaks area, including technical and non-technical climbing, and cross-country travel opportunities. There are many high peaks, the mountains are precipitous, and many areas are devoid of trails.

Special Features: The area in general is very scenic. Segments of East Fork Big Lost, Star Hope Creek, Muldoon Creek, Lake Creek, Fall Creek, Wildhorse Creek, Kane Creek, and Summit Creek are eligible for Wild and Scenic River designation. Two Research Natural Areas occur in this roadless area including the Iron Bog Research Natural Area, 400 acres; Smiley Mountain Research Natural Area 3,100 acres.

Manageability: The boundary as presently inventoried would be difficult to manage. Because of the size of the area, a boundary could be established that would enhance manageability and form logical boundaries, although an acreage reduction would result.

Recommended Wilderness

The Pioneer Mountains Recommended Wilderness is 51,510 acres in size and in the boundaries of the Pioneer Mountains Roadless Area. A forest plan amendment completed in 1993 and carried into the 2009 amendment 19 allowed motorized use on existing motorized routes within the recommended wilderness (Table A 73. Pioneer Mountains roadless, unroaded, and total motorized routes). There are no unauthorized routes being added to the system within the proposed wilderness.

Proposed Wilderness Bills

The Pioneer Mountains Proposed Wilderness was not included in the H.R. 145 Bill to be established as wilderness.

Environmental Effects

Table A 72. Direct/indirect effects comparison of alternatives (Roadless Area)

Pioneer Mountains Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		39	21	44
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	5,918	0	0
	Miles of System Routes	27.55	26.52	22.88
	Miles of U Routes	6.79	0.00	8.18
	Total Miles of Routes	34.34	26.52	31.06
	Acres of Dispersed Camping	9,407	3,667	2,111
Solitude	Acres Not Supporting Solitude	55,638	54,199	50,589
Special Features and Values	Route Affecting Special Features[1] • East Fork Big Lost EWSR • Star Hope Creek EWSR • Muldoon Creek EWSR • Lake Creek EWSR • Fall Creek EWSR • Wildhorse Creek EWSR • Kane Creek EWSR • Summit Creek EWSR • Iron Bog RNA • Smiley Mountain RNA	There are no routes affecting Research Natural Areas	There are no routes affecting Research Natural Areas	There are no routes affecting Research Natural Areas
	Fall Creek EWSR 'wild' routes 40136	0.5	0.5	0.5
	40503	0.25	0.25	0.25
	U062009B			0.04
	U062016B			0.46
	U062016BQ			0.02
	U062016C			0.24
	U062016D			0.01
	U062016G			0.02
	U062016H			0.05
	U062016J			0.05
	U062016K			0.02
	U141-19PT			0.07
	U141-19PX			0.04
	U141-19PZ			0.08
	U-LR-F-048			0.06
	U-LR-F-050			0.07
	U-LR-F-051P			0.04
	U-LR-F-053			0.08
	Total	0.75	0.75	2.09
	Route density by acre	0.03%	0.03%	0.08%

Manageability	The boundary as presently inventoried would be difficult to manage

[1]See Table A 73 for Eligible Wild and Scenic Routes and Classification. The Fall Creek EWSR is shown in the table for a comparison of alternatives.

Table A 68a. Direct/indirect effects comparison of alternatives (Recommended Wilderness)

Pioneer Mountains Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		2	2	1
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	4.74	4.74	3.44
	Miles of U Routes	0	0	0
	Total Miles of Routes	4.74	4.74	3.44
	Acres of Dispersed Camping	99	99	0
Solitude	Acres Not Supporting Solitude	4,338	4,222	4,307
Special Features and Values	Routes Affecting Special Features Fall Creek EWSR Wildhorse Creek EWSR Kane Creek EWSR Summit Creek EWSR	None	None	None
Manageability		The boundary as presently inventoried would be difficult to manage		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition in this area. There would be 27.55 miles of system routes open to motorized use and 6.79 miles of unauthorized routes would be available. This is 32.61 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but are no longer available for motorized use. The majority of the area would remain closed to cross-country travel, with only 5,918 acres open to cross-country travel helping to protect the wilderness attributes from future effect from motorized travel.

Systems routes exist within all the eligible wild and scenic river corridors except the Summit Creek Eligible Wild and Scenic River. There are no unauthorized routes within or being added to the eligible corridors.

A boundary could be established that would enhance manageability and form logical boundaries, although an acreage reduction would result.

Recommended Wilderness: The level of motorized travel under Alternative 0 is 4.74 miles of routes along the northern boundary. The recommended wilderness area is 51,510 acres in size. The natural integrity would remain intact, with 99 acres of dispersed camping available. This is 0.19 percent of the recommended wilderness area. Opportunities for solitude would remain high with 8.42 percent of the area not supporting solitude. This is due to the extension of the route into the recommended wilderness area. There are no effects to special features within the

recommended wilderness area. The boundary does not follow topographic features and would be difficult to manage.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 26.52 miles of system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire 172,459 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except for the acres open for dispersed camping.

The natural integrity would remain intact. Alternative 1 designates fewer miles of motorized routes than the no action alternative; this would enhance the natural and undeveloped character of the area. Dispersed camping would be available on 3,667 acres due to existing routes in and outside of the roadless area. All of the acres may not be suitable for dispersed camping due to the ruggedness of the area.

Opportunities for solitude would remain very good with some improvement over the no action alternative due to the reduced number of motorized routes available for motorized use. Cross-country travel will remain closed. Solitude would not be supported on 54,119 acres helping to protect the wilderness attributes from future effect from172 motorized travel.

Systems routes exist within all the eligible wild and scenic river corridors except the Summit Creek Eligible Wild and Scenic River. There are no unauthorized routes within or being added to the eligible corridors.

A boundary could be established that would enhance manageability and form logical boundaries, although an acreage reduction would result.

Recommended Wilderness: The level of motorized travel under Alternative 1 is 4.74 miles of routes along the eastern boundary, northern boundary and southern boundary. This is the same mileage as Alternative 0. The recommended wilderness area is 51,510 acres in size. The natural integrity would remain intact, with 99 acres of dispersed camping available. This is 0.19 percent of the recommended wilderness area. Opportunities for solitude would remain high with 8.20 percent of the area not supporting solitude. This is due to the extension of routes into the recommended wilderness area. There are no effects to special features within the recommended wilderness area. The boundary does not follow topographic features and would be difficult to manage.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 22.88 miles of system routes. Motorized travel would be allowed on 8.18 miles of unauthorized routes in the roadless area or areas contiguous to the roadless area for a total of 31.06 miles of open motorized routes. The entire 172,459 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except for the acres open for dispersed camping, helping to protect the wilderness attributes from future effect from motorized travel.

The natural integrity would remain intact. The 2014 FSEIS Alternative designates fewer miles of motorized system routes than the no action alternative but adds 1.39 more miles of unauthorized routes. The total miles of open routes is less than the no action alternative. Dispersed camping would be available on 2,111 acres due to existing routes in and outside of the roadless area. All of the acres may not be suitable for dispersed camping due to the ruggedness of the area.

Opportunities for solitude would remain very good with some improvement over the no action alternative due to the reduced number of motorized routes available for motorized use. Cross-country travel will remain closed. Solitude would not be supported on 50,589 acres out of the 172,459.

Systems routes exist within all the eligible wild and scenic river corridors except the Summit Creek Eligible Wild and Scenic River. Out of the 8.18 miles of unauthorized routes being added to this roadless area, 2.58 miles are within the eligible wild and scenic river corridors. The 'wild' classification has 1.44 miles being added; the 'scenic' has 0.65 miles being added and the 'recreation' classification has 0.49 miles being added. Routes affecting each classification are in Table A 73. Pioneer Mountains roadless, unroaded, and total motorized routes.

The Fall Creek EWSR – 'scenic' corridor starts within a cherry stem in the roadless area and runs through the center into the wild land recreation portion of the roadless area. This segment is an eligible 'scenic' river segment. At the time of designation, free flowing and geology were the outstanding remarkable values. A total of 1.34 miles of unauthorized routes are being added to the system in this alternative. Table A 14 displays the individual route number and mileage. The corridor is 2,620 acres including a quarter mile on each side of the river. Adding additional routes increase the routes by acre densities by 0.23 percent from Alternative 0.

Routes 40136 and 40503 (0.75 miles) are system routes that were present at the time of eligibility. Route 40503 accesses a trail head for non-motorized access into the interior of this roadless area which is described as a beautiful alpine glacial valley. Some hanging valleys entering from the sides. (1992 eligibility study). Both routes are located in the very beginning of the corridor and effect the portion of the corridor that is unroaded land contiguous to the roadless area. The non-motorized trail is not affected with these existing routes.

The unauthorized routes being added to the system in this alternative are in the same geographical location as the existing system routes. The addition of routes completes loop access to the trailhead. This area has not been designated with a dispersed camping corridor, so the additional unauthorized routes are the only authorized area for camping.

The corridor is 2,620 acres including a quarter mile on each side of the river. Adding this route increases the routes by acre densities by 0.23 percent from Alternative 0.

A boundary could be established that would enhance manageability and form logical boundaries, although an acreage reduction would result.

Recommended Wilderness: The level of motorized travel under the 2014 FSEIS Alternative is 3.44 miles of routes along the eastern boundary, northern boundary and southern boundary. This is 1.3 miles less than Alternative 0. Motorized use of these routes was allowed through the 1993 Amendment 9 and carried through to the 2009 Amendment 19. The recommended wilderness area is 51,510 acres in size. The Natural Integrity would remain intact, with 0 acres of dispersed camping available. Opportunities for solitude would remain high with 8.36 percent of the area not supporting solitude. This is due to the extension of the route into the recommended wilderness area. There are no effects to special features within the recommended wilderness area. The boundary does not follow topographic features and would be difficult to manage.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section

describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 73. Pioneer Mountains roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40218	0.27	0.27	0.27
40221	0.83	0.83	0.92
40482-A	0.92	0.92	0.46
40487	0.1	0.1	
4049	5.03	5.03	
4049.2	0	0.04	
40506	0.04		0.04
40509	0.57	0.57	
40514	0.01	0.01	
40522	0.02	0.02	
4054			1.14
4055	6.02	6.02	5.87
40574	0.31	0.31	
40575	0.11	0.11	0.11
4059			0.17
40597	0.05	0.05	0.05
40607	0.06	0.06	0.06
40620	0.35	0.35	0.35
40625	0.43	0.43	0.43
4063	1.03		1.03
40632	0.1	0.1	0.1

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
4064	8.31	8.31	8.29
4064.1			0.1
4064.2			0.73
4064.3			1.1
4067	1.33	1.33	
40730	0.19	0.19	0.19
40731	1.47	1.47	1.47
Total System Routes	**27.55**	**26.52**	**22.88**
U042310A	0.56		
U042310B	0.73		
U042310C	0.73		
U042315A	0.13		
U042321A	0.28		
U042322A	0.78		
U042322B	0.29		
U042322C	1.3		0.09
U052113B			0.35
U052123B			0.17
U052229A			0.15
U052320A	0.03		
U052333A			0.5
U062021A			0.01
U062021F			0.03
U062021H			0.01
U062029A			0.05
U141-19VF			0.05
U141-19TW	0.06		
U141-19TX	0.06		
U141-19TY	0.04		
U141-19TZ	0.12		
U141-19UA	0.16		
U141-19UB	0.15		
U60-03G			0.14
U60-03I			0.05
U-LR-F-056			0.03
U-LR-F-078			0.05
UR-LR-A035			0.03
UR-LR-A040			0.09

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total Unauthorized Routes	**5.42**	**0**	**1.8**
Total Roadless Routes	**32.97**	**26.52**	**24.68**
Unroaded Motorized Routes			
U042222A			0.10
U042310A	0.05		
U042310C	0.02		
U042315A	0.03		
U042322C			0.05
U042322C	0.05		
U042322D			0.43
U042322D	0.73		
U052113B			0.14
U052123B			0.07
U052211B			1.49
U052333A			0.05
U062005A			0.94
U062005B			0.09
U062009A			0.23
U062009B			0.04
U062016B			0.46
U062016BQ			0.02
U062016C			0.28
U062016D			0.01
U062016G			0.02
U062016H			0.05
U062016I			0.06
U062016J			0.07
U062016K			0.02
U062021A			0.05
U062021B			0.04
U062021C			0.01
U062021D			0.01
U062021F			0.02
U062021G			0.03
U062021H			0.03
U062029A			0.01
U072033B			0.13
U072033D			0.04

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-19PL			0.03
U141-19PM			0.05
U141-19PT			0.07
U141-19PX			0.04
U141-19PZ			0.11
U141-19TW	0.09		
U141-19TX	0.04		
U141-19TY	0.06		
U141-19TZ	0.04		
U141-19UA	0.02		
U141-19UB	0.23		
U60-03G			0.06
U60-03I			0.04
U-LF-062			0.04
U-LR-A039			0.07
U-LR-F-044			0.04
U-LR-F-046			0.09
U-LR-F-048			0.06
U-LR-F-050			0.07
U-LR-F-051P			0.04
U-LR-F-053			0.08
U-LR-F-056			0.03
U-LR-F-078			0.06
U-LR-F-089			0.11
U-LR-F-094			0.08
U-LR-F-096			0.05
U-LR-F-097			0.07
UR-LR-A034			0.06
UR-LR-A035			0.01
UR-LR-A040			0.03
Total Unroaded Routes	**1.36**	**0.00**	**6.38**
Total Unroaded Routes = 7.74			
Total Motorized Routes			
40136	0.00	0.00	0.00
40218	0.27	0.27	0.27
40221	0.83	0.83	0.92
40482-A	0.92	0.92	0.46
40487	0.1	0.1	

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
4049	5.03	5.03	
4049.2	0	0.04	
40505	0.00	0.00	
40506	0.04		0.04
40509	0.57	0.57	
40514	0.01	0.01	
40522	0.02	0.02	
4054			1.14
4055	6.02	6.02	5.87
40574	0.31	0.31	
40575	0.11	0.11	0.11
4059			0.17
40597	0.05	0.05	0.05
40607	0.06	0.06	0.06
40620	0.35	0.35	0.35
40625	0.43	0.43	0.43
4063	1.03		1.03
40632	0.1	0.1	0.1
4064	8.31	8.31	8.29
4064.1			0.1
4064.2			0.73
4064.3			1.1
4067	1.33	1.33	
40730	0.19	0.19	0.19
40731	1.47	1.47	1.47
Total System Routes	**27.55**	**26.52**	**22.88**
U042222A			0.10
U042310A	0.61		
U042310B	0.73		
U042310C	0.75		
U042315A	0.16		
U042321A	0.28		
U042322A	0.78		
U042322B	0.29		
U042322C	1.35		0.14
U042322D	0.73		0.43
U052113B[3]			0.49
U052123B[2]			0.24

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U052211B			1.49
U052229A			0.15
U052320A	0.03		
U052333A			0.55
U062005A			0.94
U062005B			0.09
U062009A			0.23
U062009B[1]			0.04
U062016B[1]			0.46
U062016BQ[1]			0.02
U062016C[1]			0.28
U062016D[1]			0.01
U062016G[1]			0.02
U062016H[1]			0.05
U062016I			0.06
U062016J[1]			0.07
U062016K[1]			0.02
U062021A			0.06
U062021B			0.04
U062021C			0.01
U062021D			0.01
U062021F			0.05
U062021G			0.03
U062021H			0.04
U062029A[2]			0.06
U072033B			0.13
U072033D			0.04
U141-19PL			0.03
U141-19PM			0.05
U141-19PT[1]			0.07
U141-19PX[1]			0.04
U141-19PZ[1]			0.11
U141-19TW	0.15		
U141-19TX	0.10		
U141-19TY	0.10		
U141-19TZ	0.16		
U141-19UA	0.18		
U141-19UB	0.38		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-19VF			0.05
U60-03G[2]			0.20
U60-03I			0.09
U-LF-062			0.04
U-LR-A039			0.07
U-LR-F-044			0.04
U-LR-F-046			0.09
U-LR-F-048[1]			0.06
U-LR-F-050[1]			0.07
U-LR-F-051P[1]			0.04
U-LR-F-053[1]			0.08
U-LR-F-056			0.06
U-LR-F-078[2]			0.11
U-LR-F-089			0.11
U-LR-F-094			0.08
U-LR-F-096			0.05
U-LR-F-097			0.07
UR-LR-A034			0.06
UR-LR-A035[2]			0.04
UR-LR-A040			0.12
Total Unauthorized Routes	**6.79**	**0.00**	**8.18**
Total Routes	**34.34**	**26.52**	**31.06**
Number of System Routes	23	21	20
Number of U Routes	16	0	56
Number Total Routes	39	21	76
Number Routes added to the system	NA	0	56

[1] Routes affecting eligible wild and scenic rivers with a ‘wild’ classification.
[2] Routes affecting eligible wild and scenic rivers with a ‘scenic’ classification.
[3] Routes affecting eligible wild and scenic rivers with a ‘recreation’ classification.

Table A 69a. Pioneer Mountain Recommended Wilderness, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total Motorized Routes			
40136[2]	4.08	4.08	3.44[1]
40505	0.66	0.66	
Total System Routes	4.74	4.74	3.44
Total Unauthorized Routes	0	0	0
Total Routes	4.74	4.74	4.74

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Number of System Routes	2	2	1
Number of U Routes	0	0	0
Total Routes	2	2	0
Routes added to the system	NA	0	0

[1] The roadless area boundary was drawn to eliminate some motorized routes outside of the roadless area. The proposed wilderness boundary included these routes in the proposed wilderness. Therefore the miles of motorized routes are not always the same between the roadless area and the proposed wilderness.

[2] These routes were included in the 1993 Amendment 9 and carried into the 2009 Amendment 19 allowing motorized use within the Pioneer Mountain Recommended Wilderness.

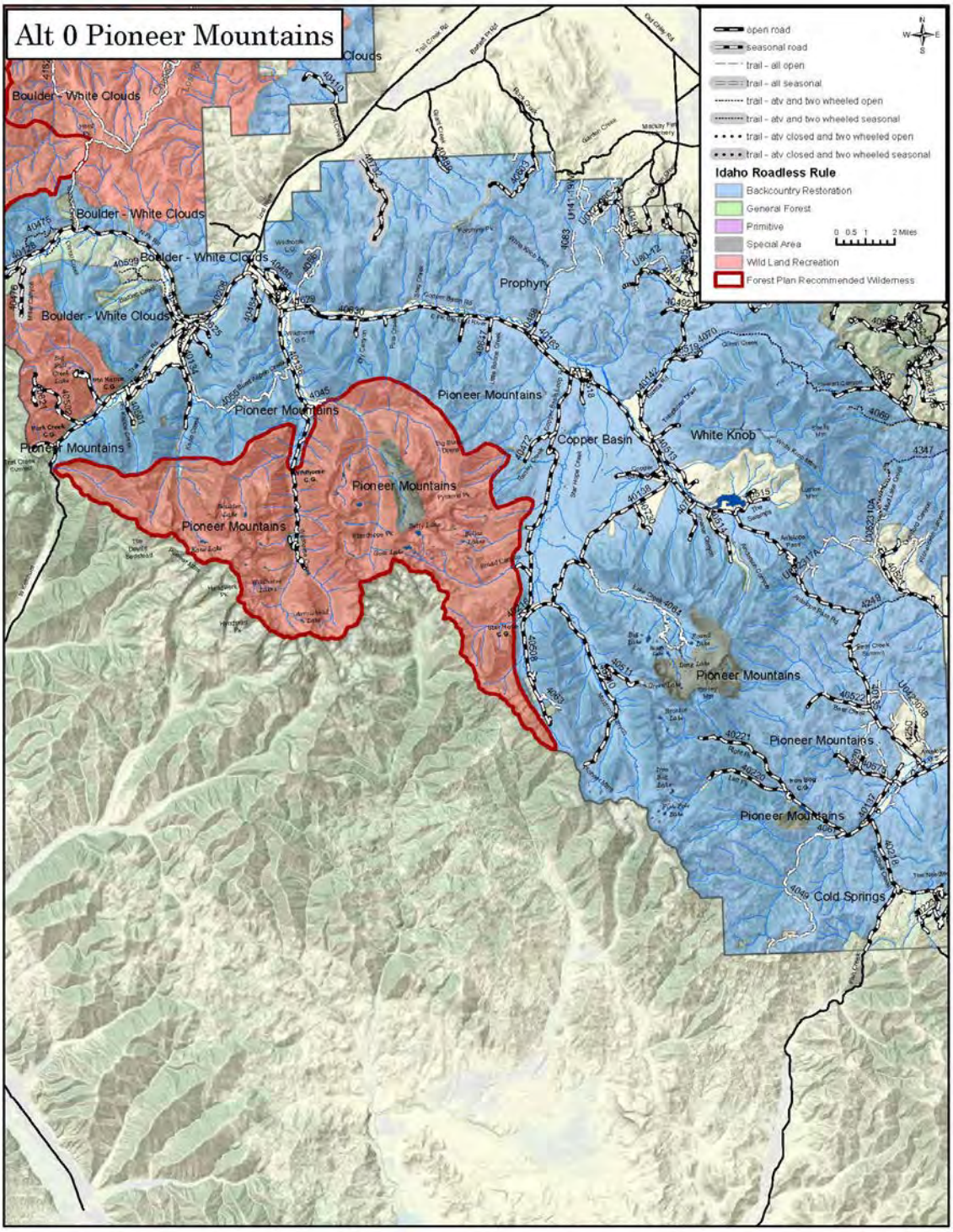

Figure A 52. Pioneer Mountains Alternative 0

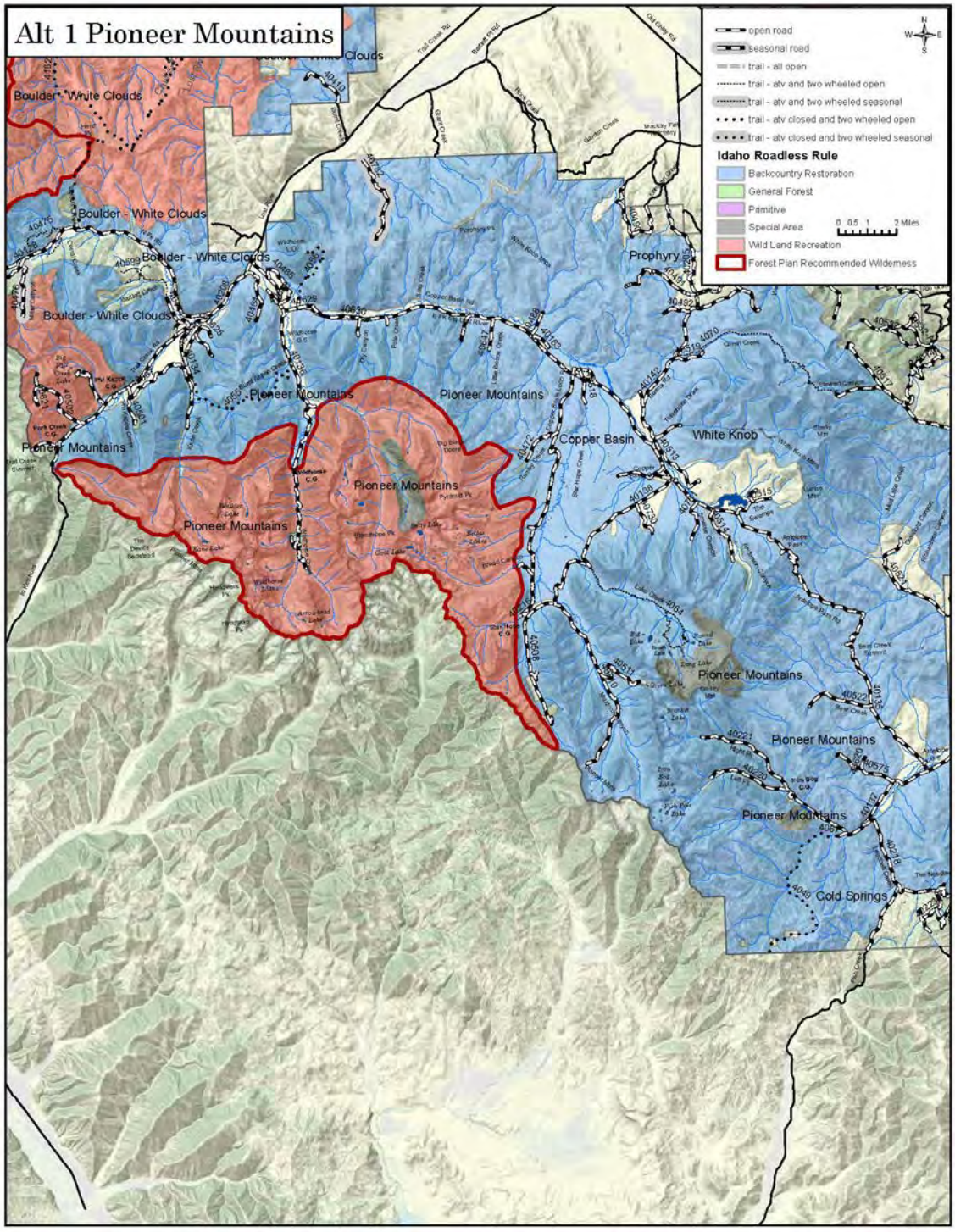

Figure A 53. Pioneer Mountains Alternative 1

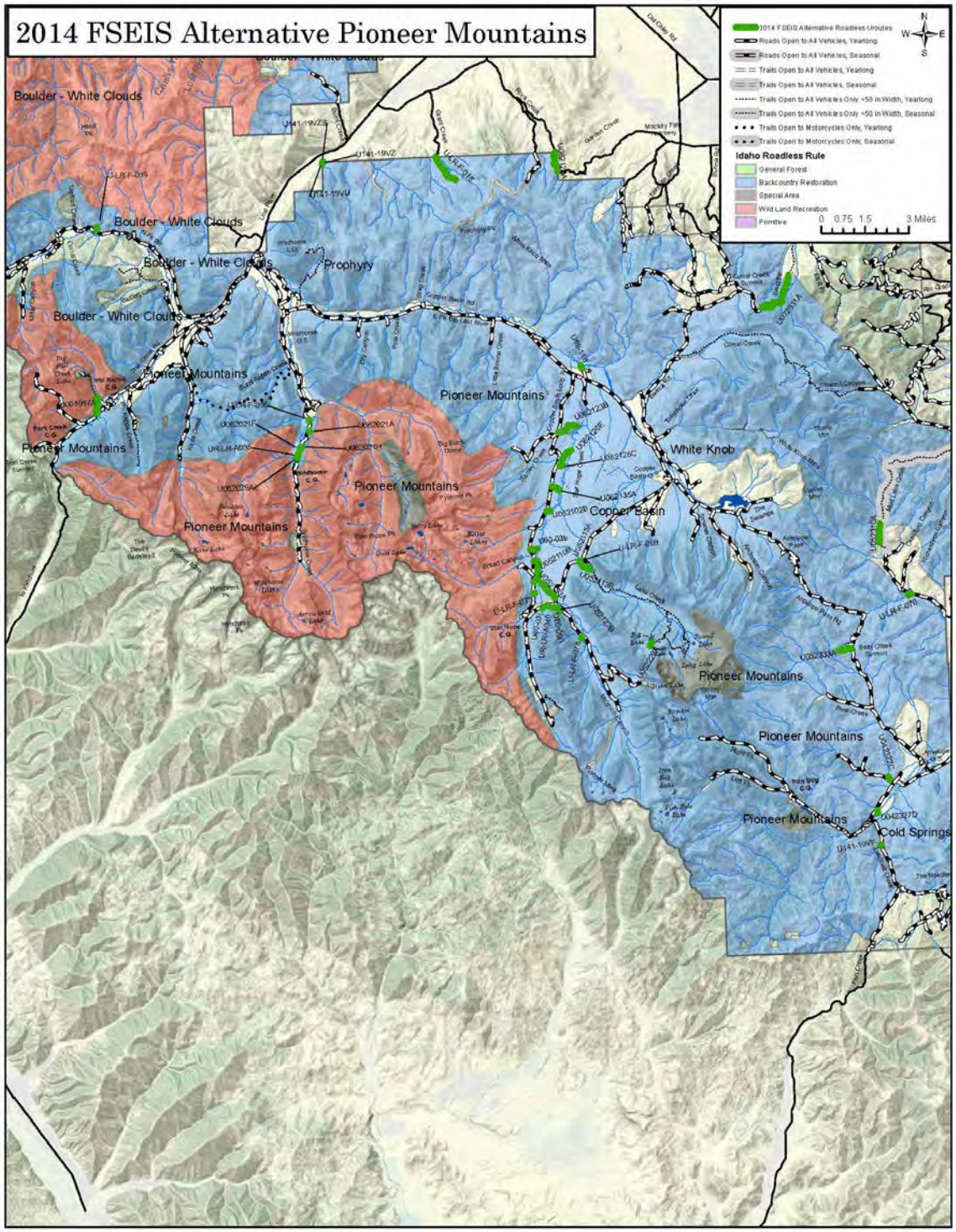

Figure A 54. Pioneer Mountains 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 73 and Figure A 54.

Table A 74. Pioneer Mountains roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Routes are in general short segments located in Backcountry/ Restoration management classification accessing dispersed campsites, wood cutting sites, mountain lakes and overlooks and have minimal effect on resources due to location near area perimeter and existing roads / trails through and within the area. Localized water and soil effects are likely with route use because of gradient and proximity to streamside areas. Big Lost River and Antelope Creek are water quality limited streams for sediment and flow alteration. Design criteria minimizes effects of routes.
Sources of public drinking water	No	Stable	No municipal/public drinking water systems have been designated, but the roadless area is part of the sources of the Big Lost River and Antelope Creek with agricultural irrigation water withdrawals and domestic groundwater uses for scattered residences and ranchsteads downstream. Water from the Big Lost River is also stored in Mackay Reservoir for irrigation use in the lower Big Lost River valley. No measureable impact from routes on water quality and quantity.
Diversity of plant and animal communities	Yes	Improving	With elevations ranging from 6,000 to 12,000 feet the area supports a wide diversity of plant communities and associated wildlife community typical of central Idaho. Three designated Research Natural Areas contain unique and unspoiled mountain settings. Big game animals being common. Harassment of wildlife and disturbance of wildlife habitats is minimized because the location of route segments does not contribute to additional impacts already occurring from proximity to public road uses. Minimizing damage to vegetation is addressed primarily through project design features, but some routes are located in close proximity to sensitive areas (streams).
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Improving	The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, fisher, pygmy rabbit, bighorn, bald eagle, peregrine falcon, northern goshawk, three-toed woodpecker, sage grouse, flammulated owl, boreal owl and great gray owl and habitat for wolverines, Townsend big-eared bat, and potentially spotted bat and spotted frogs. The Big Lost River whitefish and westslope cutthroat trout are sensitive fish species found in the Big Lost River drainage. Whitebark pine, also a sensitive species, occurs in the area but not impacted by the routes analyzed.
Primitive and semi-primitive classes of	Yes	Improving	Opportunities for solitude and primitive recreation are very good in the central high peaks area because of the distance from the boundaries, the rugged terrain, and topographic and vegetative screening. Opportunities for solitude and primitive recreation are reduced in the

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
recreation			Big Lost River portion where the three main roads intrude into the area. Challenging experiences are readily available in the central high peaks area, including technical and non-technical climbing, and cross-country travel opportunities. Routes are located in Backcountry/restoration management classification accessing dispersed campsites and wood cutting and have minimal effect on characteristics/opportunities due to location near area perimeter and existing roads. Core of roadless area is Forest Plan recommended wilderness and classified as Wild Land Recreation management classification with minimal impact from analyzed (previously unauthorized) routes.
Reference landscapes for research study or interpretation	No	Stable	The Pioneer Range is the second highest in Idaho, with Hyndman Peak the highest point at 12,009 feet. Special management corridors (an estimated 3,600 acres) will be established to protect their outstandingly remarkable values. Several Research Natural Areas occur in this roadless area including the Iron Bog Research Natural Area, 400 acres designated to protect a rare, dry climate sphagnum bog; Smiley Mountain Research Natural Area, 3,100 acres and Surprise Valley Research Natural Area, 1,500 acres, both designed to protect large wet meadows, small lakes, alpine communities. One special interest limber pine area also occurs here. Routes analyzed do not affect this special corridor or RNAs.
Landscape character and integrity			The mountainous terrain varies from alpine basins, flats and benches, to steep, rocky walls topped by mountain peaks. Glacial cirques with vertical relief of 3,000 to 4,000 feet are found at the base of many peaks. There are gentle, rolling hills in the eastern portion of the area. There are numerous lakes and streams. Natural integrity and appearance are rated very high in the central high peaks area (recommended wilderness portion), and high to moderate in the rest of the area. The large size, variation of topography, quality of the scenery, and visual screening enhance the natural integrity. There are, however, some localized impacts from past roading and mining activities, and livestock grazing facilities. The Big Lost River portion contains three major road intrusions, reducing the distance from roads to less than 4 miles in most areas. These road intrusions reduce the natural integrity and appearance in those areas, although the topography and visual screening minimize the effects. Portions of the roadless area are recommended wilderness in Forest Plans for the Sawtooth (58,400 acres) and Challis National Forests (49,600 acres). Analyzed routes are unlikely to affect future consideration of these portions as wilderness.
Traditional cultural properties and sacred sites	No	Stable	The area contains a number of old buildings associated with mining, and the remains of a few old trapper cabins. Pioneer Cabin is a well-known historic building. Unknown what other cultural resource site are present. Sensitivity is low, and no are impacts anticipated.
Other locally unique characteristics	Yes	Stable/degrading	Eligible Wild and Scenic River Segments are within the boundaries of this area. They include Star Hope Creek, Muldoon Creek, Fall Creek, Wildhorse Creek, Kane Creek and Summit Creek. No impact to these elements and features for routes analyzed except for Star Hope and Wildhorse Creeks. Routes on these two creeks may be impacting characteristics of

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
			these eligible segments due to presence within management corridors.

Prophyry Peak Idaho Roadless Area (46,597 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Prophyry Peak Roadless Area was assigned to the non-proposed wilderness portion of Management Area 11 the Pioneer Mountains (29,378 acres), and Management Area 18 Mackay Front (17,216 acres). Existing and proposed motorized routes are located in both of these management areas.

- 11 Pioneer Mountains – The management area will remain essentially unchanged and undeveloped. Dispersed recreation activities and opportunities will dominate the management strategy. Highly productive range lands will be intensively managed. That portion of the area proposed as Wilderness will remain in its natural condition. Management in the proposed wilderness areas, Pioneer Mountain (48,000 acres) and White Clouds (8,000 acres), will emphasize protection of the wilderness attributes. Management outside of those areas will emphasize maintenance of water quality, range administration, enhancement of fish and wildlife habitat and dispersed recreation opportunities (Forest Plan).
- 18 Mackay Front – The character of the land will remain essentially unchanged. Wildlife and dispersed recreation will provide the dominant resource activities. Mining technology and market values for minerals could significantly impact this area. Management will emphasize protection of visual qualities on slopes facing Highway 93, dispersed recreation opportunities, range administration and enhancement of wildlife habitat (Forest Plan).

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The Prophyry Peak Idaho Roadless Area contains 40.40 miles of motorized routes. There are 11.15 miles of system routes and 29.25 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 8,610 acres being open to cross-country travel.

Idaho Roadless Rule

The following table shows motorized routes by alternative in the Prophyry Peak Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 75. Routes by alternative in Idaho roadless management classification

Roadless Area Management Classification		Alternative 0	Alternative 1	Alternative 2
Backcountry Restoration (46,597 acres)	Total Routes	11.14	5.37	4.77
	U Routes	8.27	0	2.09
Total Miles		19.41	5.38	6.85

Unroaded Lands: There are unroaded lands contiguous to the Prophyry Peak Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 77. Prophyry Peak roadless, unroaded, and total motorized routes). A total of 5.11 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Porphyry Peak Roadless Area is approximately 16 air miles west of Mackay, Idaho on the Lost River Ranger District. It can be reached from U.S. Highway 93 by using the Trail Creek and East Fork of the Big Lost River roads, and also via the Burma Road over Corral Creek Summit. Access to the interior is by Forest Service trails or cross-country travel.

In the original roadless area evaluation, the Porphyry Peak and Lehman Peak Roadless Areas were treated as separate roadless areas. They were determined to be managed as non-wilderness through the Pioneer Land Use Plan and were not considered in RARE II. In the roadless area review for the Challis Forest Plan, the intrusions that separated these two areas (the intrusions are in the East Fork of Big Boone Creek) were not considered significant. The two areas have been combined and are treated as one roadless area.

There are numerous intrusions into this roadless area. There are two electronic sites in this area. One is located at the head of Wildcat Canyon in the western portion and the second is located at the head of Rock Creek near Porphyry Peak. Other intrusions include jeep roads, stock ponds, pipelines, fences, and tractor trails. Most of these are found in the West Fork of Lehman Creek and tributaries to Big Boone Creek and Horse Wallow Creek.

Topographic characteristics vary from rolling ridges and benches to deep rocky canyons. The area features 7,100 to 9,400 foot rolling hills and peaks, covered with sagebrush and grass with scattered patches of Douglas-fir, aspen and willow along riparian corridors. This roadless area is part of White Knob Mountain Range. It has been classified as a sagebrush-steppe ecosystem (Kuchler 1966).

Volcanic tuffs and slumps are common. Soils are volcanic in origin. The climate is semi-arid; precipitation averages fifteen inches a year. Current uses include grazing, hunting, off-highway vehicle recreation and mineral exploration. Hunting for mule deer and elk is heavy in the fall.

Natural Integrity (Natural and Undeveloped): The Prophyry Peak Roadless Area contains a total of 40.40 miles of motorized routes in the roadless area consisting of 11.15 miles of system motorized routes and 29.25 miles of unauthorized motorized routes, and 5.11 miles of unauthorized routes are located on the lands contiguous to the area. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 8,610 acres being open to cross-country travel. Natural integrity of the roadless area is low and has been compromised due

to unauthorized routes in areas open to motorized travel and areas that in the past have been closed to motorized travel.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunity for primitive recreation and solitude is low due to motorized recreation. Challenging experiences include off-highway vehicle travel. Typical primitive recreation activities include big game and upland bird hunting.

Special Features: The area provides the background view as seen from the main travel roads; U.S. Highway 93, the Trail Creek Road, and the East Fork of the Big Lost River Road. There are few major scenic landmark attractions in the roadless area. The East Fork of the Big Lost River that runs along the southern boundary is eligible for designation into the Wild and Scenic River System, and Star Hope Creek which is also eligible is located in the southern portion of this area.

Manageability: The roadless area boundaries do not follow topographic features. Altering the boundaries to coincide with the topography would be difficult and would eliminate a large part of the roadless area from potential wilderness classification. Since the borders do not follow distinct geographic or topographic features, it would be difficult to manage as an isolated unit of wilderness. The area is of sufficient size to be suitable for wilderness classification. Its relative location to the Lost River Ranger District office and accessibility would make it easy to administer if good boundary delineation were possible.

Environmental Consequences

Table A 76. Direct/indirect effects comparison of alternatives

Prophyry Peak Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		33	7	24
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	8,610	0	0
	Miles of System Routes	11.14	5.37	4.77
	Miles of U Routes	12.46	0.00	4.78
	Total Miles of Routes	23.60	5.37	9.55
	Acres of Dispersed Camping	9,455	694	472
Solitude	Acres Not Supporting Solitude	20,151	11,791	11,891
Special Features and Values	Routes Affecting Special Features Big Lost River EWSR Star Hope Creek EWSR	East Fork Big Lost River: 4056 Star Hope Creek: None	East Fork Big Lost River: 4056 Star Hope Creek: None	East Fork Big Lost River: 4056, U59-11B Star Hope Creek: None
Manageability		Although the area is of suitable size and the location would simply management, the boundaries do not follow topographic features and there is little opportunity to modify the boundaries without eliminating a large portion of the area		

Direct/Indirect Effects of Alternative 0

The Prophyry Peak Idaho Roadless Area contains 40.40 miles of motorized routes. There are 11.15 miles of system routes and 29.25 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 8,610 acres being open to cross-country travel.

The level of motorized travel under Alternative 0 differs from the existing condition in this area. 11.14 miles of system routes would be open to motorized use and 12.46 miles of unauthorized routes would be available. This is 16.8 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. 8,610 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. The natural integrity would remain low, and opportunities for solitude and primitive recreation would remain limited. The eligible wild and scenic river segments would remain eligible in the southern portion of the unit. Boundaries would not change and unroaded areas would remain the same, the current boundaries would make management challenging, and there is little opportunity to modify the boundaries.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 5.37 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The 8, 610 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low due to previous intrusions; however the undeveloped character of the area would be enhanced with reduced miles of motorized routes. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 694 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping. The potential impacts from motorized access and dispersed camping would be less than proposed in Alternative 0 because fewer miles of motorized routes would be authorized.

The opportunity for solitude would improve with closing the area to cross-country travel, and reducing the mileage of motorized routes. 11,791 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area.

The East Fork Big Lost River and Star Creek EWSR – recreational river corridors run along the southern boundary of the roadless area. A portion of one route is in the East Fork Big Lost River EWSR corridor, no routes are in the Star Creek EWSR in the boundaries of this roadless area. The system roads that form the boundary of the roadless area are also in the EWSR corridors. The segments are eligible “recreational” river segments where road access is compatible with the designations.

Boundaries would not change and unroaded areas would remain the same, the current boundaries would make management challenging, and there is little opportunity to modify the boundaries.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 4.77 miles of existing system routes and 4.78 miles of unauthorized routes would be available for motorized use. The 8, 610 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effects from motorized travel.

The Natural Integrity would remain low due to previous intrusions; however the undeveloped character of the area would be enhanced with reduced miles of motorized routes, although there are slightly more miles of routes than proposed in Alt 1. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 472 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping. The potential impacts from motorized access and dispersed camping would be less than proposed in the No Action because fewer miles of motorized routes would be authorized.

The opportunity for solitude would improve with closing the area to cross-country travel, and reducing the mileage of motorized routes. 11,891 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area.

The East Fork Big Lost River and Star Creek EWSR – recreational river corridors run along the southern boundary of the roadless area. Portions of two routes are in the East Fork Big Lost River EWSR corridor, no routes are in the Star Creek EWSR in the boundaries of this roadless area. The system roads that form the boundary of the roadless area are also in the EWSR corridors. The segments are eligible "recreational" river segments where road access is compatible with the designations.

Boundaries would not change and unroaded areas would remain the same, the current boundaries would make management challenging, and there is little opportunity to modify the boundaries.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 77. Prophyry Peak roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40163	0.03	0.03	0.03
40487			0.12
40488	0	0	
40489	0.62		
40490	0.05	0.05	0.03
40491	0.08	0.08	0.08
40492	0.21	0.21	0.21
4056	3.32	3.32	3.46
40603	1.61		0.84
40732	1.68	1.68	
4083	3.54		
Total System Routes	11.14	5.37	4.77
U072101A	0.12		
U072207A	0.8		
U072208C	0.1		
U072217C	0.59		
U072220A	0.1		
U072228A	0.2		
U072229A	0.63		
U082126A			0.76
U141-19VU			0.05
U141-19VZ			0.02
U141-19VZS			0.02
U141-19WI	0.39		
U141-19WJ	0.75		
U141-19WL	0.49		
U141-19WN	0.87		
U141-19WO	0.45		
U141-19WP	1.4		
U80-12	1.38		
U59-11B			0.13
U-LR-F-018			1.11
Total Unauthorized Routes	8.27	0	2.09
Total Roadless Routes	19.41	5.37	6.86

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Unroaded Motorized Route			
U072033C			0.22
U072208A	0.23		
U072208D	0.16		
U072208E			0.22
U072217A	0.13		0.13
U072217B			0.39
U072217C	0.69		0.61
U072220A	0.11		
U141-19WM	0.90		
U141-19WN	0.53		
U141-19WP	0.31		
U141-19XD	0.42		
U141-19XE	0.07		
U141-19XF	0.07		
U141-19XG	0.51		
U141-19XH	0.07		
U59-11B			0.06
U-LR-F-024			0.45
U-LR-F-026			0.28
U-LR-F-035			0.05
U-LR-F-036			0.04
U-LR-F-037			0.09
U-LR-F-041			0.15
Total Unroaded Routes	4.19	0.00	2.69
All Unroaded = 6.15			
Total Motorized Routes			
40163	0.03	0.03	0.03
40487			0.12
40488	0.00	0.00	
40489	0.62		
40490	0.05	0.05	0.03
40491	0.08	0.08	0.08
40492	0.21	0.21	0.21
4056	3.32	3.32	3.46
40603	1.61		0.84
40732	1.68	1.68	
4083	3.54		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Total System Routes	11.14	5.37	4.77
U072033C			0.22
U072101A	0.12		
U072207A	0.80		
U072208A	0.23		
U072208C	0.10		
U072208D	0.16		
U072208E			0.22
U072217A	0.13		0.13
U072217B			0.39
U072217C	1.28		0.61
U072220A	0.21		
U072228A	0.20		
U072229A	0.63		
U082126A			0.76
U141-19VU			0.05
U141-19VZ			0.02
U141-19VZS			0.02
U141-19WI	0.39		
U141-19WJ	0.75		
U141-19WL	0.49		
U141-19WM	0.90		
U141-19WN	1.40		
U141-19WO	0.45		
U141-19WP	1.71		
U141-19XD	0.42		
U141-19XE	0.07		
U141-19XF	0.07		
U141-19XG	0.51		
U141-19XH	0.07		
U59-11B			0.19
U80-12	1.38		
U-LR-F-018			1.11
U-LR-F-024			0.45
U-LR-F-026			0.28
U-LR-F-035			0.05
U-LR-F-036			0.04
U-LR-F-037			0.09

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U-LR-F-041			0.15
Total Unauthorized Added	12.46	0.00	4.78
Total Routes	23.60	5.37	9.55
Number of System Routes	10	7	7
Number of U Routes	23	0	17
Total Routes	33	7	24
Routes added to the system	NA	0	18

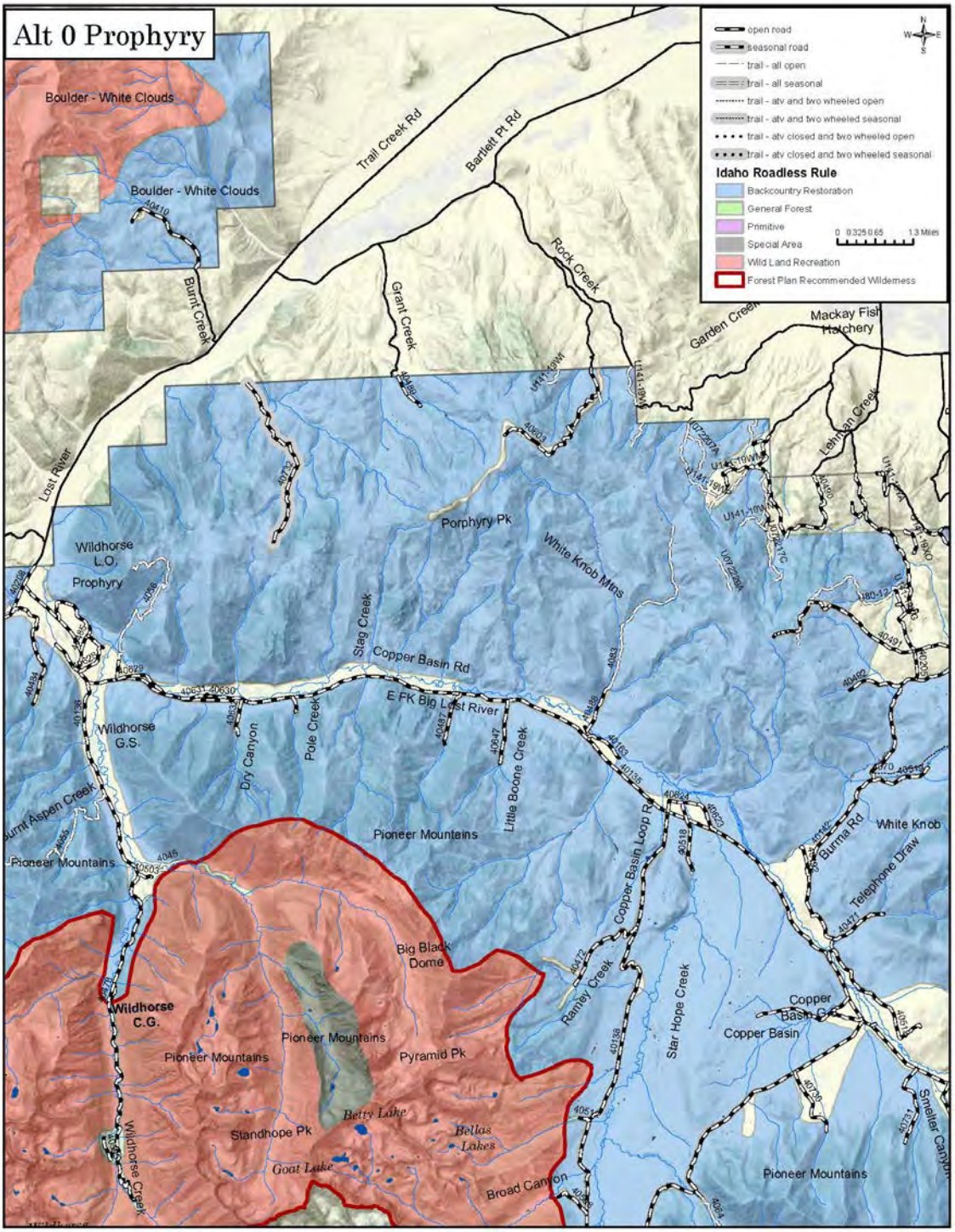

Figure A 55. Prophyry Peak Alternative 0

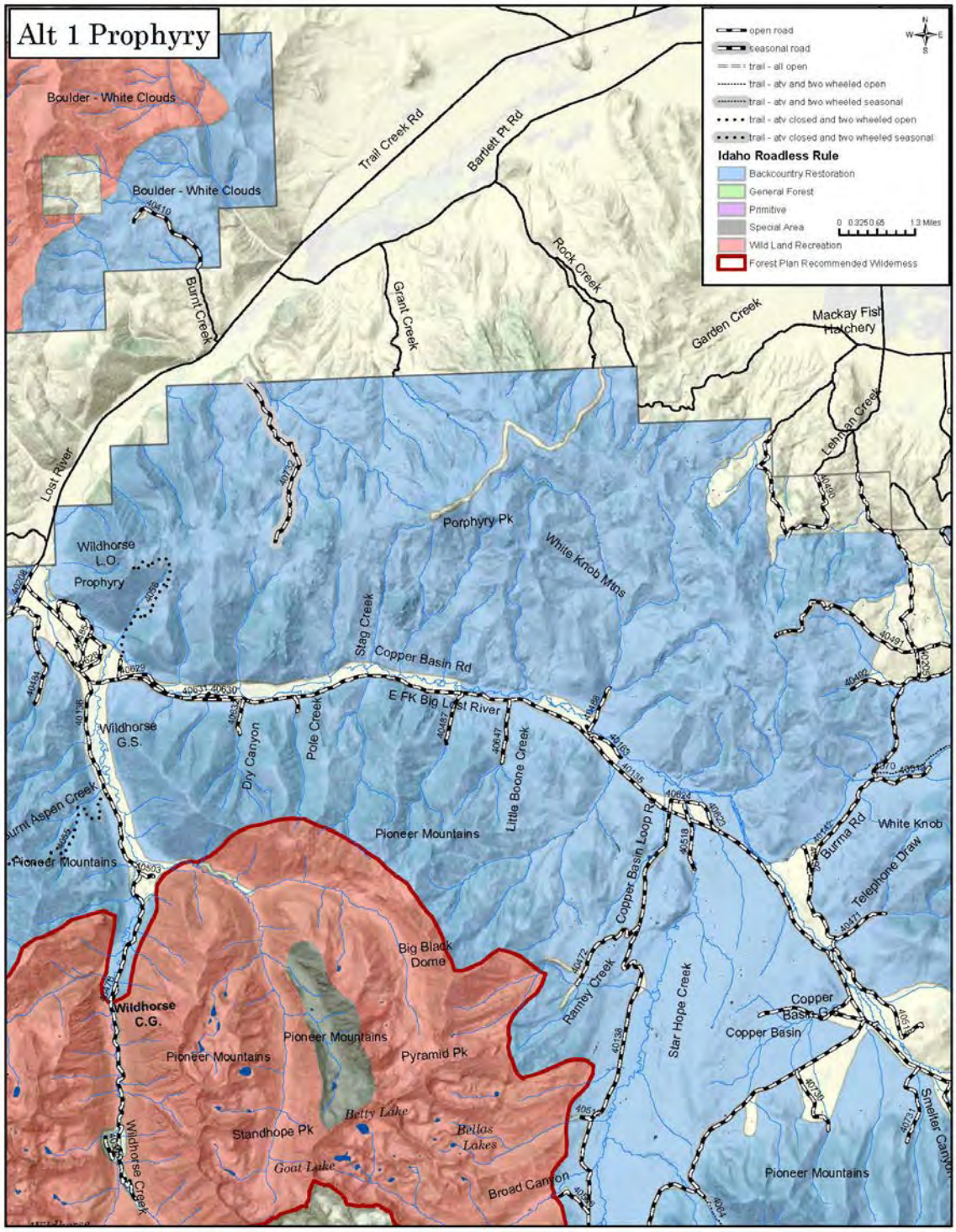

Figure A 56. Prophyry Peak Alternative 1

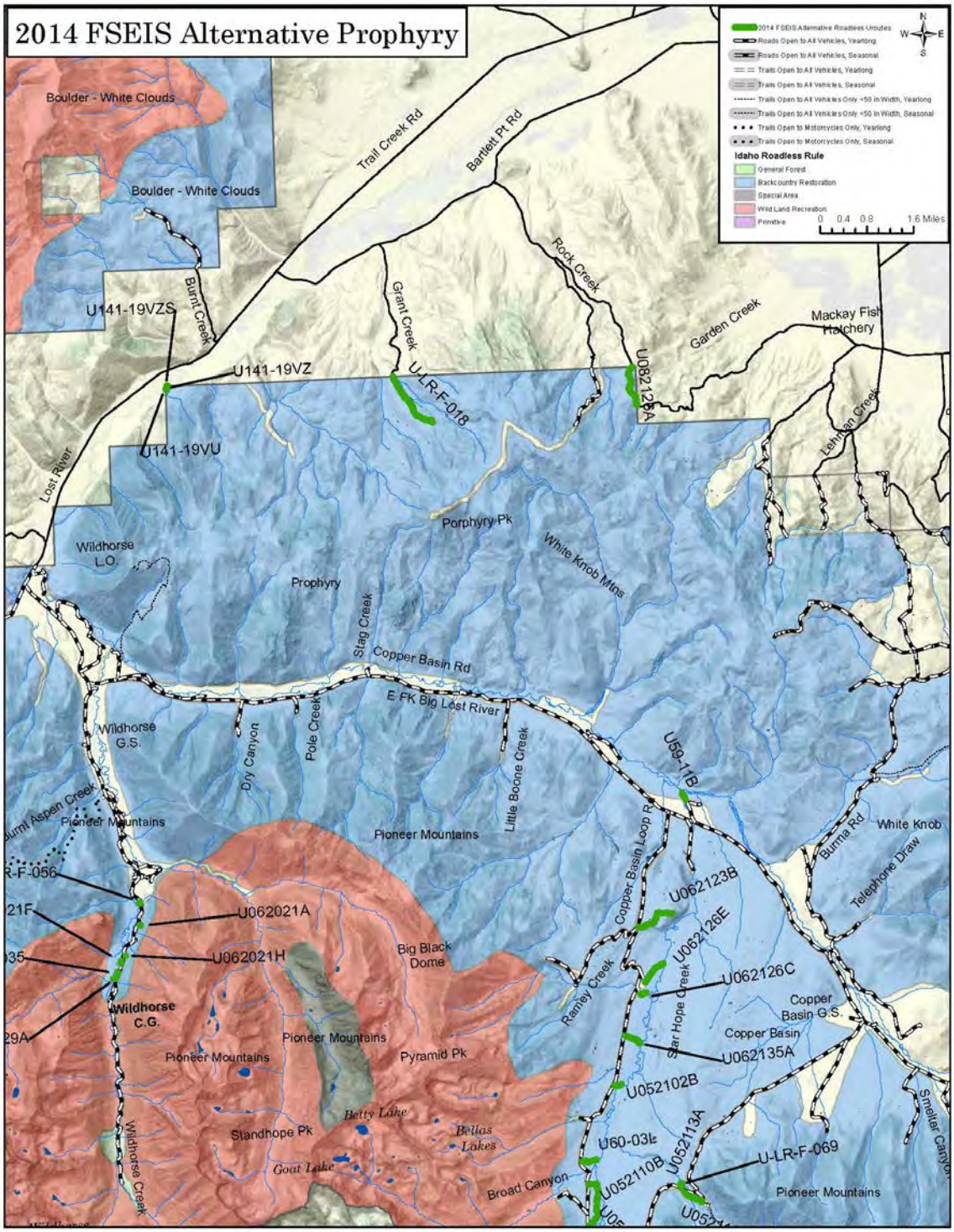

Figure A 57. Prophyry Peak 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 77 and Figure A 57

Table A 78. Prophyry Peak roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving	Reduced route density and design criteria are expected to minimize impacts to soil and water within this roadless area. Big Lost River is a water quality limited stream for sediment and flow alteration. Routes analyzed are not contributing to this stream rating and condition.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems have been designated, but the roadless area is part of the sources of the Big Lost River with agricultural irrigation water withdrawals and domestic groundwater uses for scattered residences and ranchsteads downstream. Water from the Big Lost River is also stored in Mackay Reservoir for irrigation use in the lower valley No measureable impact from routes on water quality and quantity.
Diversity of plant and animal communities	Yes	Improving	Topographic characteristics vary from rolling ridges and benches to deep rocky canyons. Sagebrush-steppe ecosystem; typical communities for this part of Idaho. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. The area has good wildlife habitat diversity. No impact from routes because of project design features and avoidance of sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable	The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, fisher, pygmy rabbit, bighorn, bald eagle, peregrine falcon, northern goshawk, three-toed woodpecker, sage grouse, Townsend big-eared bat, and spotted frogs. The Big Lost River whitefish is a sensitive fish species found in the Big Lost River drainage. Whitebark pine, also a sensitive species, likely occurs at upper elevations in the area, but not in the vicinity of routes analyzed.
Primitive and semi-primitive classes of recreation	No	Stable or None	Routes are primarily connectors for routes on adjacent BLM administered lands, access to dispersed camping areas and located near perimeters of roadless area. Core of roadless areas unimpacted. Opportunity for primitive recreation and solitude remain low due to motorized recreation. Challenging experiences include off-highway vehicle travel.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Landscape character and integrity	No	Stable or None	Natural integrity of the roadless area is low. The area provides the background view as seen from the main travel roads; U.S. Highway 93, the Trail Creek Road, and the East Fork of the Big Lost River Road. There are few major scenic landmark attractions in the roadless area.
Traditional cultural properties and sacred sites	No	Stable or None	Prehistoric archeological sites have been identified and more are likely to be found in the area. More information is needed to determine the areas archeological and historical resource values. No impacts to significant resources anticipated.
Other locally unique characteristics	No	Stable or None	Star Hope Creek and East Fork of Big Lost on the perimeter of this area are eligible stream segments for Wild and Scenic River System consideration. No Impact from analyzed routes

Red Hill Idaho Roadless Area (15,003 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Red Hill Roadless Area was assigned to Management Area 19 North Pahsimeroi (15,003 acres). Motorized routes are located in this management area.

- 19 North Pahsimeroi – The character of the land will remain essentially unchanged. Range and wildlife management will provide the dominant resource activities. Management will emphasize range administration, and protection of visual qualities on slopes visible from Highway 93.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless.

Existing Condition

The Red Hill Idaho Roadless Area contains 16.16 miles of motorized routes. There are 5.52 miles of system routes and 10.64 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Red Hill Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 79. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (15,003 acres)	System Routes	5.52	5.52	5.56
	U Routes	0	0	1.08
Total Miles		5.52	5.52	6.65

Unroaded Lands: There are unroaded lands contiguous to the Red Hill Idaho Roadless Area that meet the requirements for roadless areas. These lands include very small corridors between existing system routes and the roadless area. There are no proposed unauthorized routes in these contiguous lands being added as system routes.

Affected Environment

The Red Hill Roadless Area lies five miles east of Challis off Highway 93. Its boundaries can be easily reached through numerous jeep trails off the Table Mountain, Leaton Gulch, Camp Creek,

Hole-in-the-Rock Creek, and Lime Creek Roads. Most of these intrusions were missed in the initial RARE II process. The Pahsimeroi Mountains and Red Hill were originally considered one roadless area. Upon review, it was determined that the road from Lime Creek to Table Mountain has been, and would be, maintained for public use and administration. This road now separates the two roadless areas. There are many range developments and associated vehicular tracks.

Located in the Lost River Range, this roadless area is characterized by rocky, sagebrush-grass covered slopes, scattered patches of mahogany, and steep hillsides with narrow canyon bottoms. There are numerous volcanic tuffs exposed on the hillsides, lending to its name "Red Hill".

There are a few scattered trees in the upper reaches of some of the drainages, mainly from conifer invasion on the east slopes of Trail Creek and White Hill. The elevation of this roadless area ranges between 6,000 - 8,200 feet. The potential natural vegetation type is western spruce-fir forest. The surrounding area includes Bureau of Land Management sagebrush and grasslands, private pastures, and irrigated fields. The Red Hill Roadless Area provides a scenic backdrop to the valley ranches and the community of Challis.

Natural Integrity (Natural and Undeveloped): The Red Hill Roadless Area contains a total of 16.16 miles of motorized routes in the roadless area consisting of 5.52 miles of system motorized routes and 10.64 miles of unauthorized routes. Motorized restrictions were in place in the entire roadless area in the previous travel plan. Natural Integrity is considered low due to the existing jeep trails in the area.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): There is limited opportunities for Solitude due to the size and existing intursions.

Special Features: There are no major scenic attractions of national significance in the roadless area. A ridge between Table Mountain and Hole-in-the-Rock Creek characteristically displays a snow-covered "7" in the spring. Local residents use this landmark as the "time to plant the garden".

Manageability: This area is relatively small, totaling 15,000 acres of National Forest System Lands. The roadless area border generally follows the forest boundary on the south side from Leaton Gulch to Lime Creek. The northern boundary follows the Leaton Gulch and Table Mountain Roads. The south boundary follows Lime Creek to the Table Mountain Road. Because the forest boundary does not follow topographical features, management and enforcement as wilderness would be somewhat difficult. There is little opportunity to change the boundaries to coincide with topographical features and intrusions without eliminating large acreages in the roadless area.

Environmental Effects

Table A 80. Direct/indirect effects comparison of alternatives

Red Hill Direct/Indirect Effects		Alternative 0	Alternative 1	Alternative 2
Number of Routes		8	8	12
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	0	0	0
	Miles of System Routes	5.52	5.52	5.56
	Miles of U Routes	0	0	1.08
	Total Miles of Routes	5.52	5.52	6.65
	Acres of Dispersed Camping	586	586	586
Solitude	Acres Not Supporting Solitude	7,272	7,272	7,826
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		The forest boundary does not follow topographical features, management and enforcement as wilderness would be somewhat difficult		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition in this area. 5.52 miles of system routes would be open to motorized use. No unauthorized routes would be available for motorized use. This is 10.64 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The entire area would remain closed to cross-country travel, helping to protect the wilderness attributes from future effect from motorized travel.

The natural integrity would remain low, and opportunities for solitude and primitive recreation would remain low. No special areas would be affected by motorized routes.

Boundaries would not change and unroaded areas would remain the same. Because the forest boundary does not follow topographical features, management and enforcement as wilderness would be somewhat difficult. There is little opportunity to change the boundaries to coincide with topographical features and intrusions without eliminating large acreages in the roadless area.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 5.52 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel. These proposed routes are the same as the No Action Alternative.

The Natural Integrity would remain low. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 586 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping.

The opportunity for solitude would remain since the area would remain closed to cross-country travel. The motorized routes along the boundary and in the southern portion of the roadless area may slightly impact solitude, since this is a relatively small roadless area. 7,272 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Because the forest boundary does not follow topographical features, management and enforcement as wilderness would be somewhat difficult. There is little opportunity to change the boundaries to coincide with topographical features and intrusions without eliminating large acreages in the roadless area.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 5.56 miles of existing system routes and 1.08 miles of unauthorized routes. This is slightly more than proposed in the No Action and Alternative 1. The entire area would remain closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 586 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be desirable for dispersed camping.

The opportunity for solitude would remain since the area would remain closed to cross-country travel. The motorized routes along the boundary and in the southern portion of the roadless area may slightly impact solitude, since this is a relatively small roadless area. 7,826 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. Because the forest boundary does not follow topographical features, management and enforcement as wilderness would be somewhat difficult. There is little opportunity to change the boundaries to coincide with topographical features and intrusions without eliminating large acreages in the roadless area.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the

Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 81. Red Hill roadless and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40110	0.79	0.79	0.79
40113	0.01	0.01	0.06
40286	1.34	1.34	1.34
40723	0.71	0.71	0.71
40724	0.94	0.94	0.94
40725	0.82	0.82	0.82
40726	0.58	0.58	0.58
40727	0.32	0.32	0.32
Total System Routes	5.52	5.52	5.56
U132009A			0.11
U132010			0.09
U141-20IU			0.41
U141-20IV			0.47
Total Unauthorized Routes	0	0	1.08
Total Roadless Routes	5.52	5.52	6.65
Total Motorized Routes			
40110	0.79	0.79	0.79
40113	0.01	0.01	0.06
40286	1.34	1.34	1.34
40723	0.71	0.71	0.71
40724	0.94	0.94	0.94
40725	0.82	0.82	0.82

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
40726	0.58	0.58	0.58
40727	0.32	0.32	0.32
Total System Routes	5.52	5.52	5.56
U132009A			0.11
U132010			0.09
U141-20IU			0.41
U141-20IV			0.47
Total Unauthorized Routes	0	0	1.08
Total Routes	5.52	5.52	6.65
Number of System Routes	8	8	8
Number of U Routes	0	0	4
Number Total Routes	8	8	12
Number Routes added to the system	NA	0	4

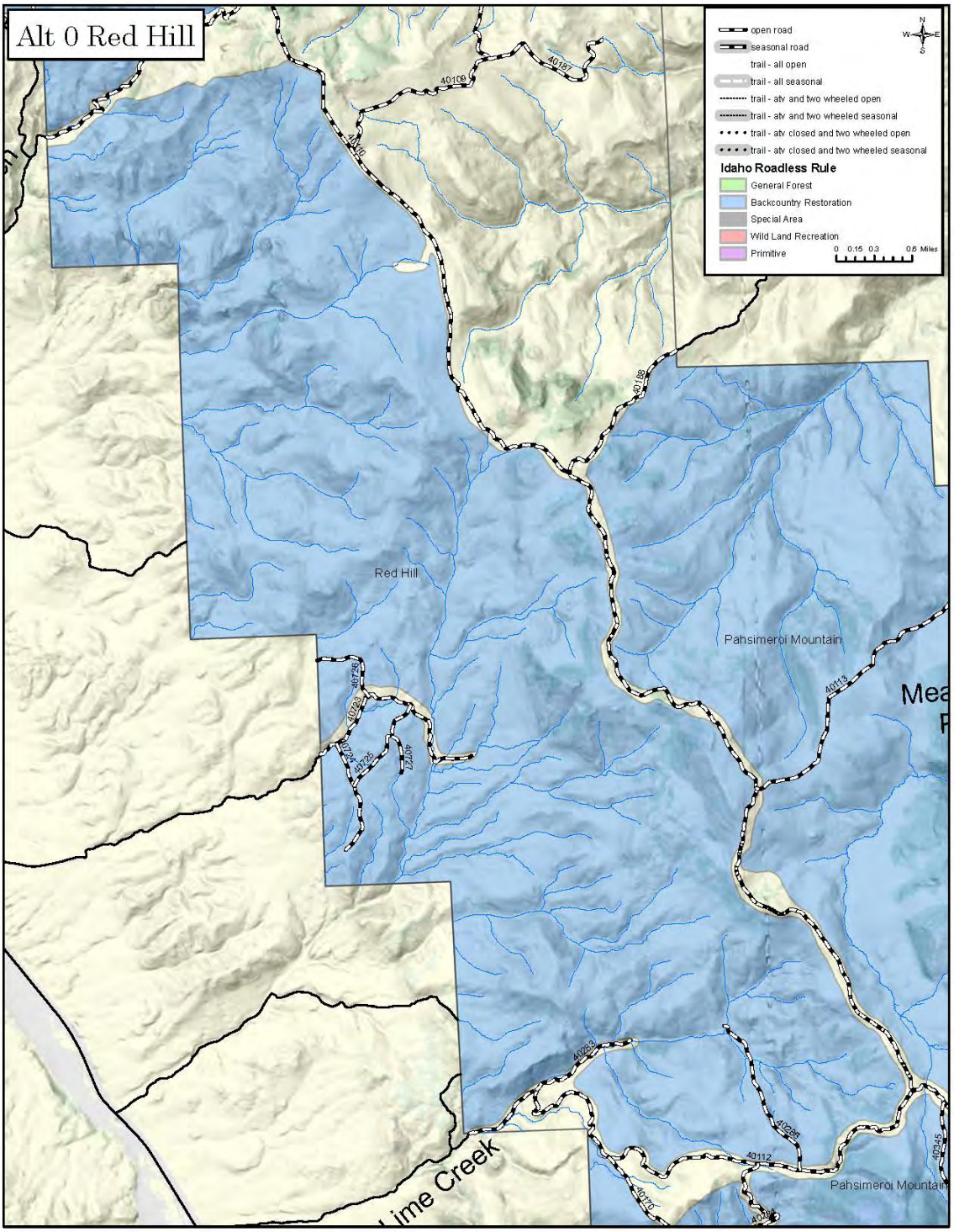

Figure A 58. Red Hill Alternative 0

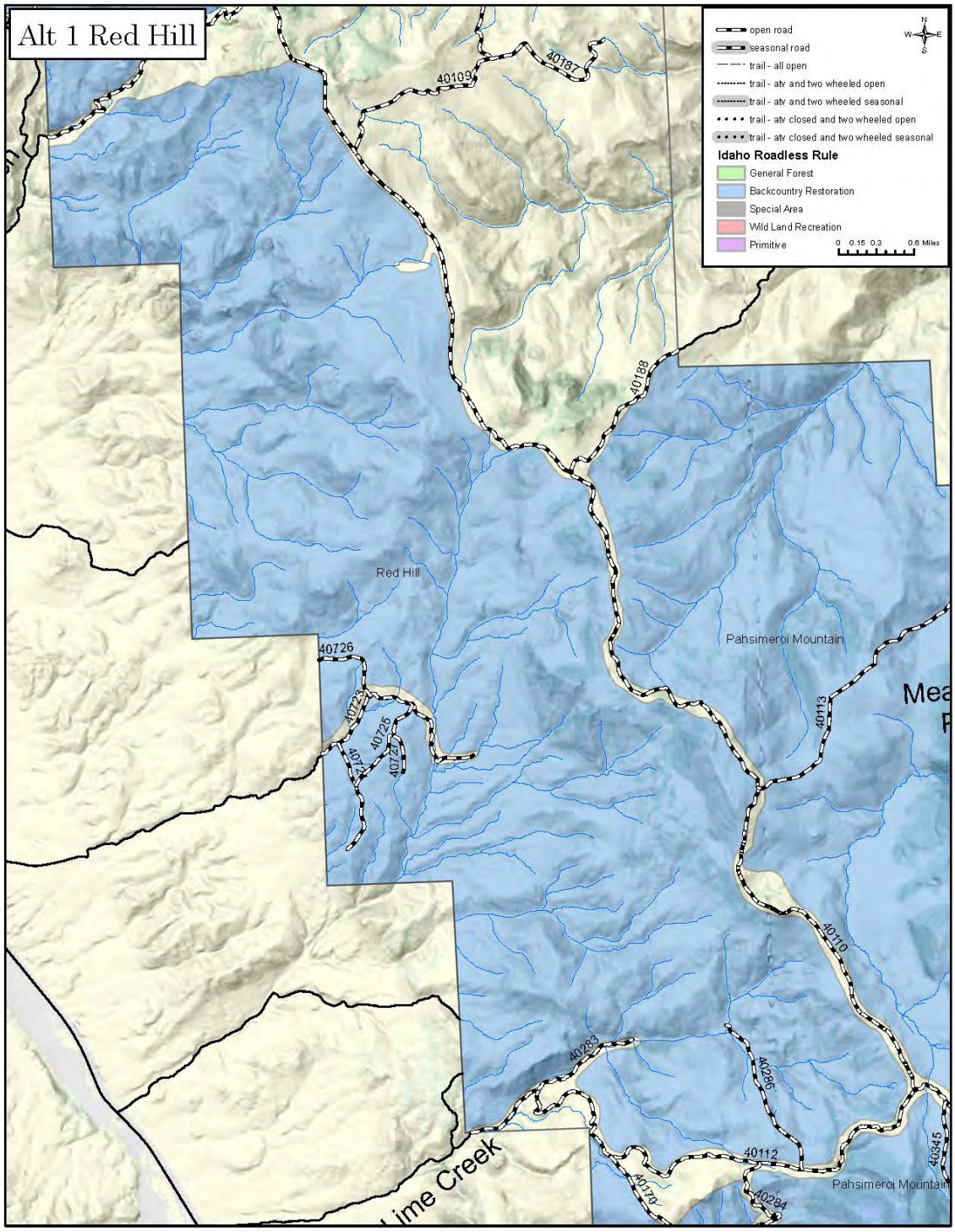

Figure A 59. Red Hill Alternative 1

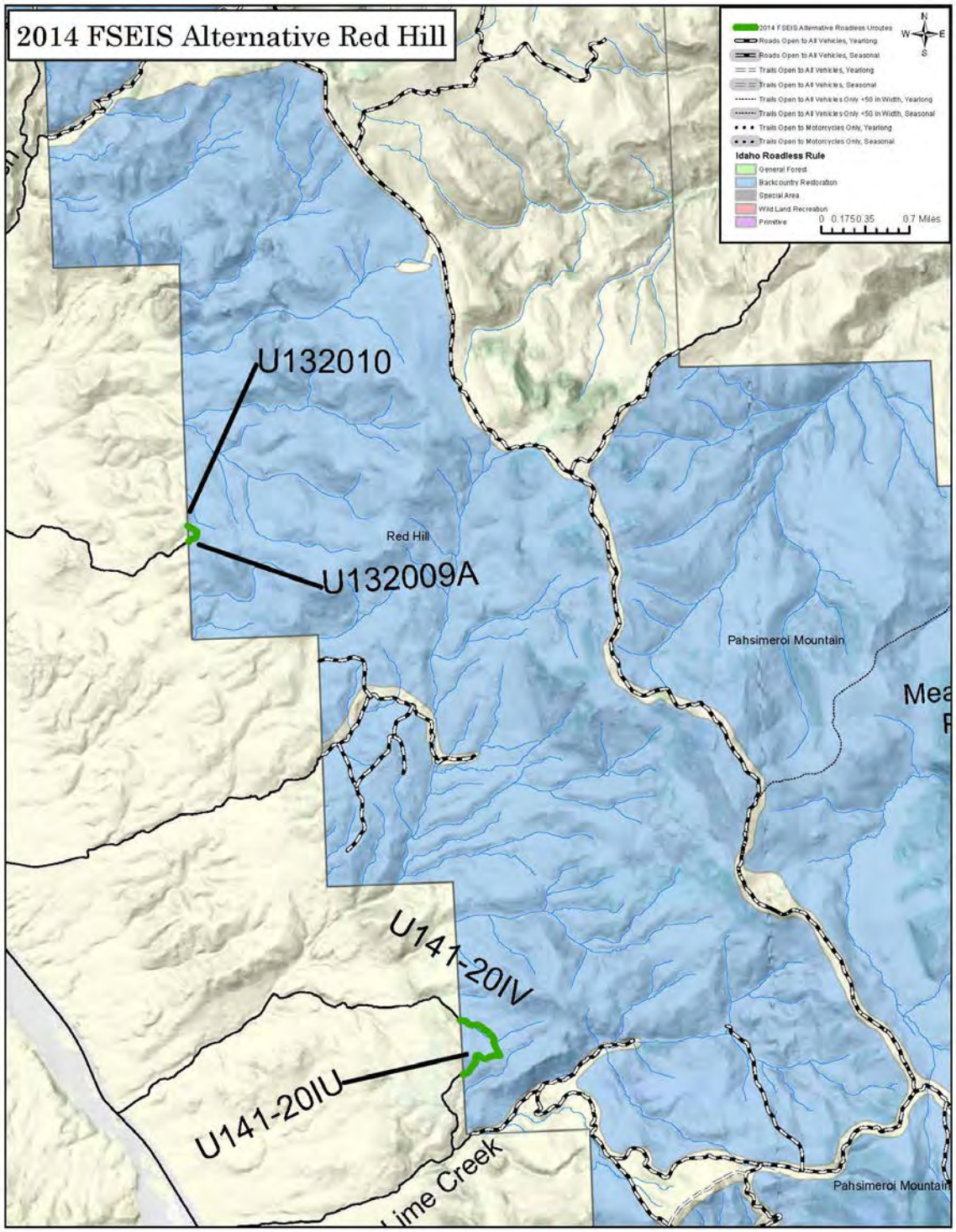

Figure A 60. Red Hill 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table 117 and Figure 60.

Table A 82. Red Hill roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving, stable	The Preferred Alternative complies with Forest Plan soil and watershed standards and the Clean Water Act. Overall, measurement indicators are reduced when compared to the No Acton Alternative and Alternative 1. Soil erosion potential for routes has not been rated, but location in upland areas and design criteria is expected to minimize impacts to soil and water within this roadless area. Drainages in the vicinity of routes are tributary to ephemeral streams, so no impact anticipated to Warm Springs Creek. Warm Springs Creek is a water quality impaired stream because of flow alteration (not pollutants or sediment) which is generally caused by irrigation practices on private lands.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	Yes	Improving	Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable, Improving	Lemhi milkvetch (*Astragalus aquilonius*), Challis crazyweed *(Oxytropis besseyi var. salmonensis)* and wavy-leaf thelypody *(Thelypodium repandum)*, three sensitive plant species occur in this roadless area. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, fisher, pygmy rabbit, bighorn, bald eagle, peregrine falcon, northern goshawk, three-toed woodpecker, sage grouse, flammulated owl and habitat for wolverines, Townsend big-eared bat, and spotted frogs. Whitebark pine, a Region 4 sensitive plant species likely occurs at upper elevations. No impact anticipated to sensitive plants or habitat for bull trout, Chinook salmon and steelhead which are present in the Salmon River. Minimal impact to sensitive wildlife species.
Primitive and semi-primitive classes of recreation	No	Stable	Opportunity for primitive recreation and solitude are very limited. Routes are primarily connectors for routes on adjacent BLM administered lands and located near perimeters of roadless area. Core of roadless area is unimpacted.
Reference landscapes for research study or	No	Stable or None	Landscapes in this roadless area are typical of this vicinity of Central Idaho with rocky, sagebrush-grass covered slopes, scattered patches of mahogany, and steep hillsides with narrow canyon bottoms. There are numerous volcanic tuffs exposed on the hillsides, lending

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
interpretation			to its name "Red Hill".
Landscape character and integrity	Yes	Improving to Stable	The Red Hill Roadless Area provides a scenic backdrop to the valley ranches and the community of Challis. There are no major scenic attractions. The area previously had many vehicular tracks across the sagebrush which lowered the natural integrity. The Preferred Alternative reduces the number of these vehicular tracks. Routes have a minimal effect to character and integrity due to low mileage, route locations on roadless area perimeters.
Traditional cultural properties and sacred sites	No	Stable or None	No impacts anticipated. Several cultural resource sites have been discovered in the area. Most sites identified have not been inventoried to determine their significance.
Other locally unique characteristics	No	None	No Impact

Red Mountain Idaho Roadless Area (4,897 Acres In The Challis Portion)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Red Mountain Roadless Area was assigned to Management Area 3, Marsh Creek (4,886 acres). Motorized routes are located in this management area.

- 3 Marsh Creek – The management area will remain essentially unchanged. Large areas will remain undeveloped. Improvements in timber stands, wildlife, anadromous fisheries, water quality, and grazing conditions are desired. Management will emphasize dispersed recreation opportunities and enhancement of anadromous fish habitat.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless.

Existing Condition

The Red Mountain Idaho Roadless Area contains 7.68 miles of motorized routes. There are 6.82 miles of system routes and 0.86 miles of unauthorized routes. No motorized restrictions were in place in the roadless area in the previous travel plan. The entire area was open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Red Mountain Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 83. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (4,897 acres)	System Routes	6.82	1.40	5.76
	U Routes	0.86	0.00	0.19
Total Miles		7.68	1.40	5.95

Unroaded Lands: There are unroaded lands contiguous to the Red Mountain Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 85. Red Mountain roadless, unroaded, and total motorized routes). A total of 0.87 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Red Mountain Roadless Area, on the Lowman Ranger District, Boise National Forest, and Yankee Fork Ranger District, Challis portion of the Salmon-Challis National Forest, lies north and east of Lowman and includes the Eight-mile and Warm Springs Creek drainages of the South Fork Payette River drainage, and the area east of Bear Valley Creek in the Middle Fork Salmon River drainage. The area is accessed from State Highway 21, the Clear Creek Road from Lowman to Bear Valley (Forest Road 582), the Warm Lake Road from Cascade (Forest Road 22), and the Fir Creek Road from Stanley (Forest Road 579). The northeastern part of the area is also accessed by the Bench Creek Trail (024), near Highway 21. The area is also accessed by several trails, including the Wyoming-Fir Creek (015), Clear Creek (145), Warm Springs (147), Link (148), and Kirkham Ridge (144) trails. Elevations range from about 4,500 feet along the South Fork Payette River to 8,722 feet atop Red Mountain. Lower elevations include steep stream-cut slopes and canyons, while higher elevations are characterized by glacial trough lands and cirques. Vegetation in the South Fork Payette River drainage includes open sagebrush/grass communities, and moderate to dense stands of ponderosa pine and Douglas-fir. The Clear Creek and Bear Valley areas are marked by scattered to dense stands of lodgepole pine, Douglas-fir, and subalpine fir, with scattered stands of Engelmann spruce in the wetter areas.

Overall, the area includes diverse mountainous terrain, ranging from heavily forested slopes to barren and dissected rocky canyons, to high alpine mountain lakes in cirque basins. Prominent features include Red Mountain, Eight-mile Mountain (7,871 feet), and the high-elevation Red Mountain lakes.

Natural Integrity (Natural and Undeveloped): The Challis portion of the Red Mountain Roadless Area contains 7.68 mils of existing motorized routes in the inventoried roadless area consisting of 6.82 miles of system motorized routes and 0.86 miles of unauthorized routes, and 0.87 miles of unauthorized routes are located on lands contiguous to the area. No motorized restrictions were in place in the roadless area in the previous travel plan. The entire area was open to cross-country travel. Generally the area retains its natural appearance and natural integrity. There is one short segment (0.57 mile) of unauthorized road in the perimeter of the roadless area.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Large area, extensive mountain terrain, and varied vegetative, landform, and water features allow for ample opportunities to experience solitude and primitive or challenging forms of recreation.

Special Features: The high-elevation Red Mountain Lakes are special landscape features. The roadless area lies adjacent to segments of Bear Valley Creek and the South Fork Payette River, which are eligible for Wild and Scenic River designation. There are an estimated 700 acres of these river corridors in the roadless area. Important habitat for three threatened fish species occurs in this roadless area.

Manageability: Some minor boundary adjustments would be desirable to facilitate identification and management if the area were to be designated wilderness.

Environmental Effects

Table A 84. Direct/indirect effects comparison of alternatives

Red Mountain Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		11	3	6
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	4,897	0	0
	Miles of System Routes	6.82	1.40	5.76
	Miles of U Routes	1.44	0.00	0.49
	Total Miles of Routes	8.26	1.40	6.25
	Acres of Dispersed Camping	4,880	160	167
Solitude	Acres Not Supporting Solitude	3,622	1,858	3,333
Special Features and Values	Routes Affecting Special Features Bear Valley Creek EWSR South Fork Payette River EWSR	None	None	None
Manageability		Some minor boundary adjustments would be desirable to facilitate identification and management if the area were to be designated wilderness		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 would be slightly different than the existing condition in this area. 6.82 miles of system routes would be open to motorized use and 1.44 miles of unauthorized routes would be available for motorized use. This is 0.58 more miles than in the existing condition. This difference is because 0.58 miles of previously unauthorized routes are being proposed for designation. The entire 4,897 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. Due to the rugged terrain and difficulty of cross-country travel, this potential is considered low. Minor boundary modifications could be made to facilitate management.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 1.40 miles of system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The 4,897 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 160 acres along the boundary of the roadless area due to existing routes outside of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area.

The opportunity for solitude would improve with closing the area to cross-country travel. 1,858 acres along existing routes outside of the roadless area would not support solitude in the roadless

area. When considered with the adjacent roadless acreage, there are considerable opportunities for solitude and primitive recreation.

The proposed routes would not affect the high-elevation Red Mountain Lakes.

Boundaries would not change and unroaded areas would remain the same. Boundaries could easily be modified to keep the one intrusion motorized with no effect to the wilderness attributes of this area.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 5.76 miles of system routes and 0.49 miles of unauthorized routes. The 4,897 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain intact. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 167 acres along the boundary of the roadless area due to existing routes outside of the roadless area that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area.

The opportunity for solitude would improve with closing the area to cross-country travel. 3,333 acres along existing routes outside of the roadless area would not support solitude in the roadless area. When considered with the adjacent roadless acreage, there are considerable opportunities for solitude and primitive recreation.

The proposed routes would not affect the high-elevation Red Mountain Lakes.

Boundaries would not change and unroaded areas would remain the same. Boundaries could easily be modified to keep the one intrusion motorized with no effect to the wilderness attributes of this area.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 85. Red Mountain roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
4024	5.42		5.43
40301	1.07	1.07	
40302	0.16	0.16	0.16
40317	0.17	0.17	0.17
Total System Routes	6.82	1.4	5.76
U111003B	0.12		
U121023A	0.13		
U121024E	0.16		0.05
U121024F	0.17		0.14
U121034A	0.28		
Total Unauthorized Routes	0.86	0	0.19
Total Roadless Routes	7.68	1.4	5.95
Unroaded Motorized Routes			
U111003B	0.03		
U121023A	0.02		
U121023B			0.20
U121024E			0.07
U121024E	0.41		
U121024F			0.03
U121024F	0.03		
U121024G	0.01		
U121026A	0.07		
Total Unroaded Routes	0.58	0.00	0.30
Total Motorized Routes			
4024	5.42		5.43
40301	1.07	1.07	
40302	0.16	0.16	0.16
40317	0.17	0.17	0.17
Total System Routes	6.82	1.40	5.76
U111003B	0.15		
U121023A	0.15		
U121023B			0.20

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U121024E	0.57		0.12
U121024F	0.20		0.17
U121024G	0.01		
U121026A	0.07		
U121034A	0.28		
Total Unauthorized Routes	1.44	0.00	0.49
Total Routes	8.26	1.40	6.25
Number of System Routes	4	3	3
Number of U Routes	7	0	3
Number Total Routes	11	3	6
Number Routes added to the system	NA	0	3

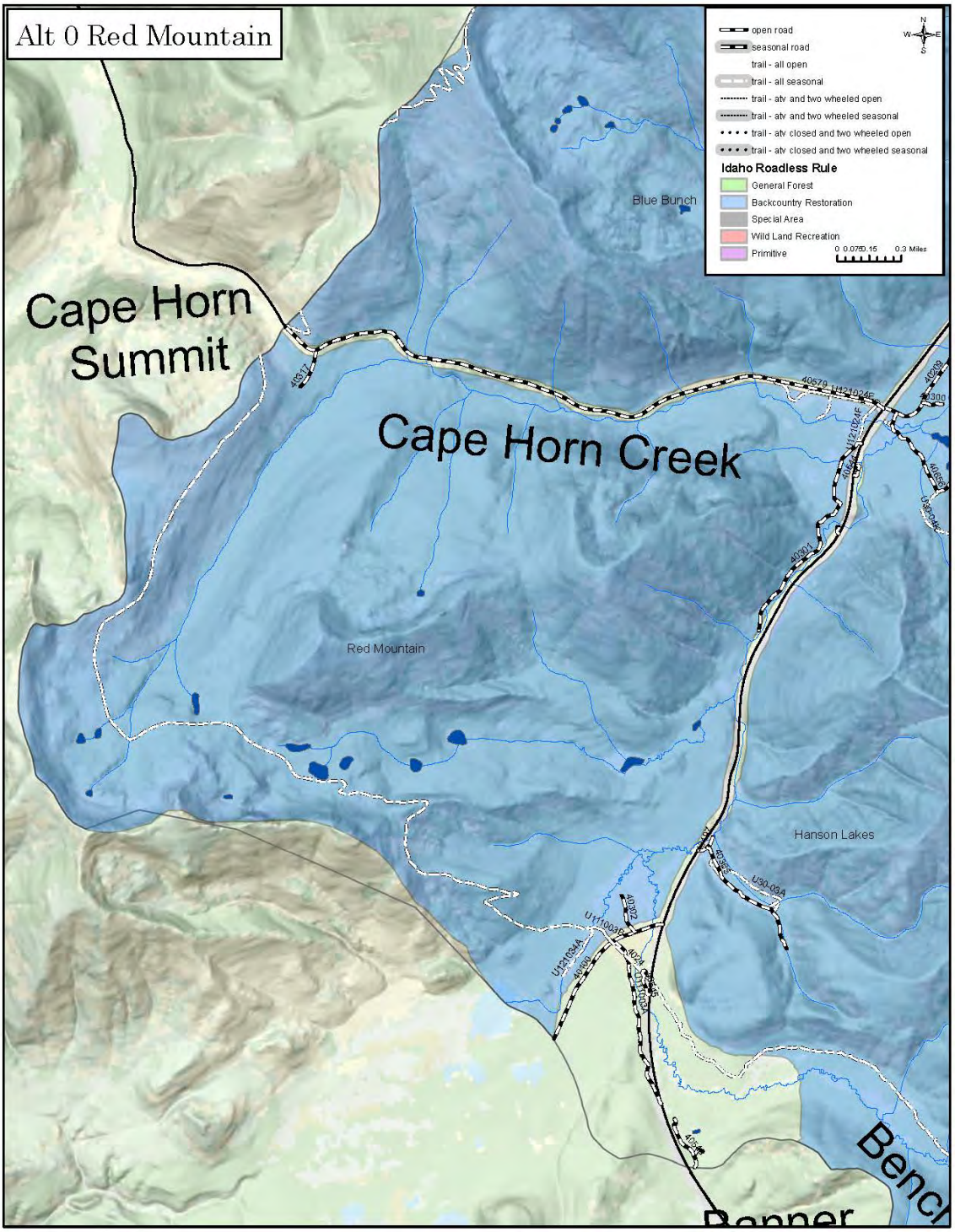

Figure A 61. Red Mountain Alternative 0

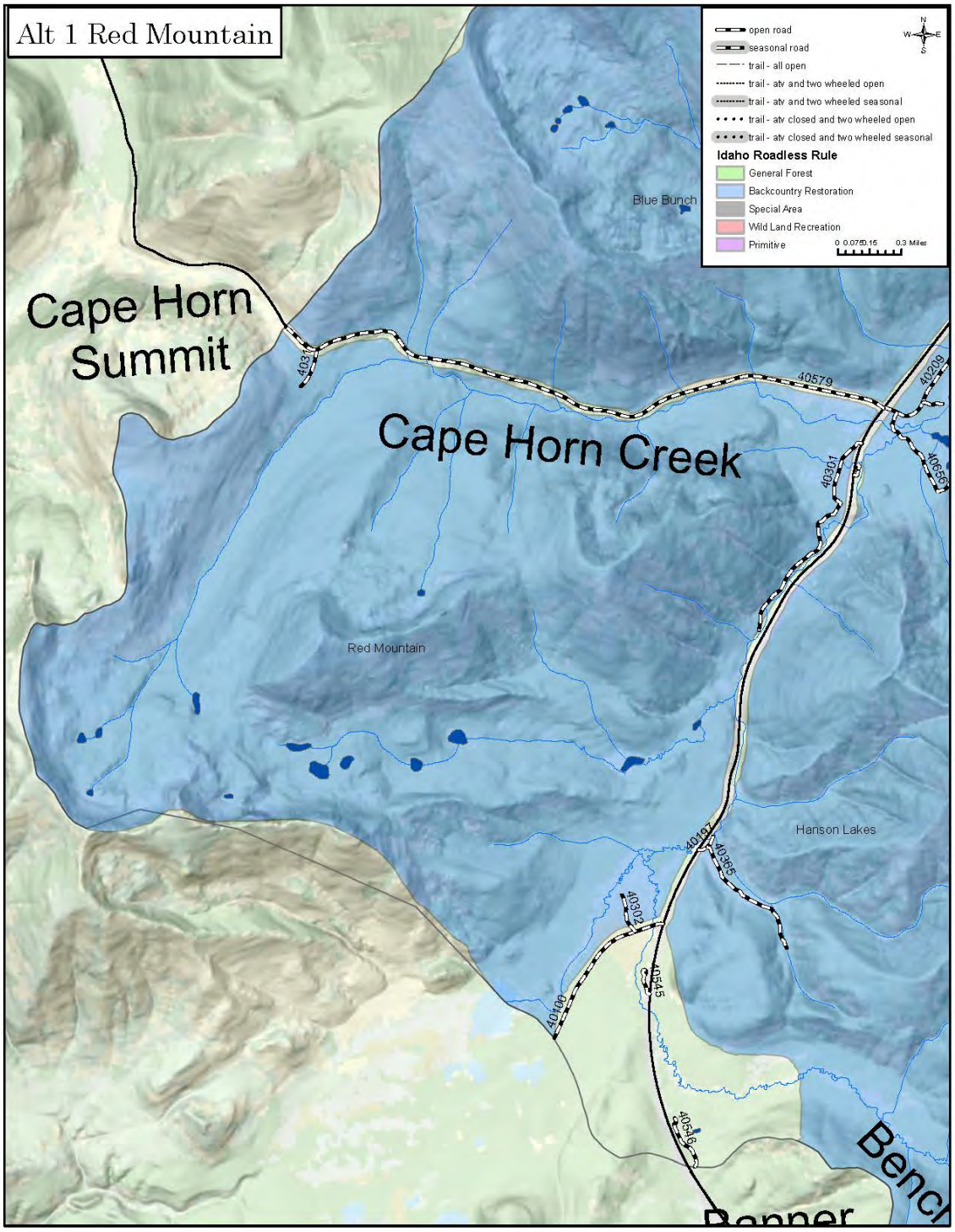

Figure A 62. Red Mountain Alternative 1

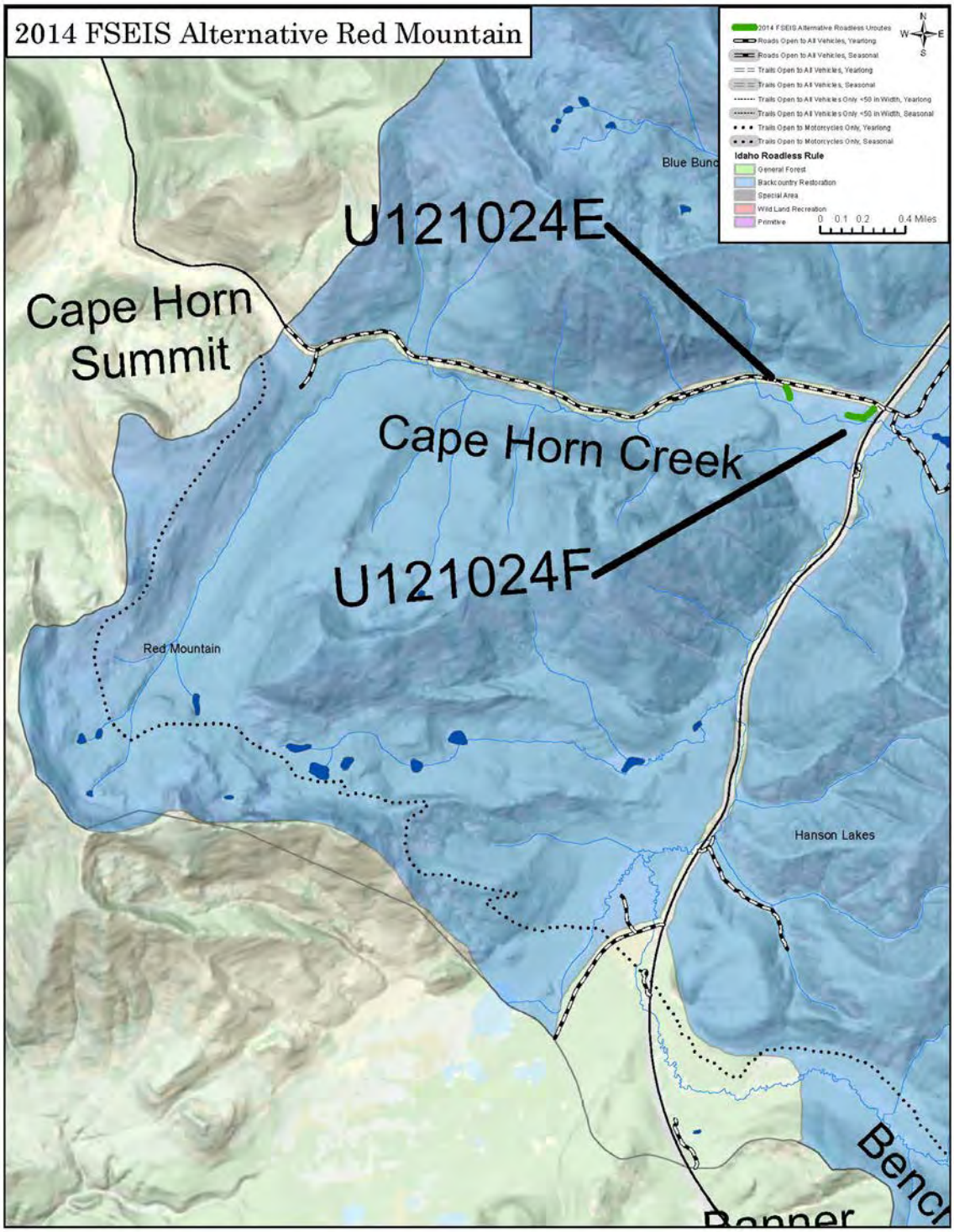

Figure A 63. Red Mountain 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 85 and Figure A 63.

Table A 86. Red Mountain roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Routes are located within 300 feet of Cape Horn Creek and access dispersed camping sites. Area of routes has very low erosion potential. Terrain is relatively flat with healthy riparian plant community that provides a filter/buffer between the routes and stream channel. Routes comply with FP direction and management area standards for protecting or improving soil productivity and water quality
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable	Plant and animal communities highly diverse. No impact from these routes because of project design features and avoidance of sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Important habitat for threatened fish species chinook salmon, steelhead and bull trout occurs in this roadless area and specifically in adjacent Cape Horn and Banner Creeks. Boreal owl, great gray owl, northern goshawk, flammulated owl, white-headed woodpecker, and three-toed woodpecker, and spotted frog are sensitive species known to occur or that could potentially occur in the roadless area. No threatened or endangered plant species are known to occur in the area. Whitebark pine, a Region 4 sensitive plant species occurs at upper elevations Impact to listed and sensitive species minimal. Harassment and significant disruption of wildlife habitats are minimized due to proximity of routes to existing open road (Fir Creek Road).
Primitive and semi-primitive classes of recreation	No	Stable	Routes located on perimeter of roadless area, both are short spurs to dispersed campsites within 300 feet of Fir Creek Road, and ½ mile or less from State Highway 21, and major winter trailhead for snowmobiles. Opportunity for primitive recreation and solitude remains limited in this location because of proximity to these major roads and trailhead.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The area includes diverse mountainous terrain, ranging from heavily forested slopes to barren rocky bluffs and slopes. Adjacent Blue Bunch and Hanson Lakes Idaho Roadless Areas contribute to this overall landscape character. These routes do not detract from the character and the area retains its natural appearance and natural integrity.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Traditional cultural properties and sacred sites	No	Stable	Unknown but vicinity has probably been surveyed when winter trailhead/pullout developed in the last decade. Cultural resource site sensitivity is rated as low
Other locally unique characteristics	No	Stable or None	No Impact

Sal Mountain Idaho Roadless Area (13,974 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The Sal Mountain Roadless Area was assigned to Management Prescriptions 5B (13,607 acres), and 8A (366 acres). Motorized routes are located in these management prescriptions.

- 5B – Emphasis is on producing long-term timber outputs through a moderate level of investment in regeneration and thinning.
- 8A – Emphasis is to manage nonforested areas to improve soil and vegetative conditions and provide forage for domestic livestock.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless.

Existing Condition

The Sal Mountain Idaho Roadless Area contains 11.21 miles of motorized routes. There are 3.78 miles of system routes and 7.43 miles of unauthorized routes. Motorized restrictions were in place in some of the roadless area in the previous travel plan with 12,503 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the Sal Mountain Idaho Roadless Area. All of the lands in this Idaho Roadless Area are classified as Backcountry Restoration.

Table A 87. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (13,974 acres)	System Routes	3.77	1.96	1.89
	U Routes	7.45	0.00	1.37
Total Miles		11.22	1.96	3.26

Unroaded Lands: There are unroaded lands contiguous to the Sal Mountain Idaho Roadless Areas that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Unauthorized routes in these areas are analyzed in the effects section of this report (Table A 89. Sal Mountain roadless, unroaded, and total motorized routes). A total of 6.60 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The Sal Mountain Roadless Area is seven air miles south of Salmon, Idaho on the Salmon-Cobalt Ranger District. The area is bounded primarily by the Forest boundary on the north, east and west. On the southwest, the divide between Haynes Creek and Withington Creek form the boundary. Forest Road 014 along Twelvemile Creek forms the southwest boundary. Access to the area can be gained from the Twelvemile, Withington Creek, and Haynes Creek roads.

The area is dissected by Withington Creek, Haynes Creek and Twelvemile Creek. Slopes are from 30 to 70 percent; elevations range from 4,600 feet, to over 9,500 feet at Sal Mountain. Summer highs of 80 to 90 degrees Fahrenheit contrast with winter lows of 40 below zero. Annual precipitation, mostly in the form of snow, is from 15 to 30 inches. Quartzite and volcanic bedrock forms the loamy sand to loamy clay textured soils. Lodgepole pine and Douglas-fir cover much of the area. Sagebrush and grass meadows occur throughout the area. The ecosystems represented are sagebrush and western spruce-fir.

Natural Integrity (Natural and Undeveloped): The Sal Mountain Roadless Area contains 3.78 miles of existing system motorized routes and 7.43 miles of unauthorized routes within the boundaries of the roadless area, and 6.60 miles of unauthorized routes are located on lands contiguous to the roadless area. Part of the area, 12,503 acres, was open to cross-country travel in the previous travel plan. The majority of the acres in this roadless area are in a natural condition. However, numerous intrusions are scattered throughout. Man's influence on the natural integrity of this roadless area has been high. Intrusions are scattered throughout the roadless area and there is little feasibility of correction.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): The roadless area is impacted in many sections, with the impacts readily apparent to visitors. The area offers only moderate opportunities for solitude due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter, and the existence of permanent intrusions. Due to these factors and lack of diversity, the area has a moderate opportunity for primitive recreation experiences. Opportunities for challenging experiences or encountering serious hazards are rare.

Special Features: There is a limited amount of outstanding scenery in the vicinity of Sal Mountain and in the Haynes Creek Canyon. The remainder of the roadless area is considered common for the Salmon National Forest.

Manageability: The roadless area is bordered by lands administered by the Bureau of Land Management on the west, north, and east. It is bordered by developed National Forest System lands on the south. Due to existing intrusions, it would be extremely difficult to develop logical and manageable boundaries for this roadless area. Size is a factor, as portions of the roadless area have been isolated by intrusions and no longer meet minimum size requirements.

Environmental Effects

Table A 88. Direct/indirect effects comparison of alternatives

Sal Mountain Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		44	7	8
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	12,503	0	0
	Miles of System Routes	3.77	1.96	1.89
	Miles of U Routes	14.05	0.00	1.37
	Total Miles of Routes	17.82	1.96	3.26
	Acres of Dispersed Camping	12,514	222	151
Solitude	Acres Not Supporting Solitude	9,031	5,793	5,780
Special Features and Values	Routes Affecting Special Features	No Special Features	No Special Features	No Special Features
Manageability		Stays the same		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition within this area. The 3.77 miles of system routes would remain open to motorized use and 14.05 miles of unauthorized routes would be available for motorized use. This is 6.62 more miles of unauthorized routes available than in the existing condition. The difference is because several of the unauthorized routes are proposed for designation. 12,503 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future.

Opportunities for solitude would remain moderate due to the areas moderate size, little topographic or vegetative screening, moderate distance from core to perimeter, and the existence of permanent intrusions. Dispersed camping would be available on 12,514 acres and 32,332 acres would not support solitude within the roadless area.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 1.96 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 13,974 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low due to existing intrusions throughout the area. The undeveloped character would be slightly enhanced by the reduction in the number of miles of motorized routes available for use, in comparison to the No Action Alternative. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 222 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorize routes and closure of the area to cross-country travel, however opportunities for solitude would remain moderate due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter, and the existence of permanent intrusions. 5,793 acres within the area would not support solitude. Due to these factors and lack of diversity, the opportunities for primitive recreation experiences would remain moderate.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. The boundary could not be easily modified to improve manageability due to existing intrusions and size limitations.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 1.89 miles of system routes and 1.37 miles of unauthorized routes would be available for motorized use within the roadless area. The entire 13,974 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain low due to existing intrusions throughout the area. The undeveloped character would be slightly enhanced by the reduction in the number of miles of motorized routes available for use, in comparison to the No Action Alternative. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 151 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

The opportunity for solitude would be enhanced by the reduction in motorize routes and closure of the area to cross-country travel, however opportunities for solitude would remain moderate due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter, and the existence of permanent intrusions. 5,780 acres within in the area would not support solitude. Due to these factors and lack of diversity, the opportunities for primitive recreation experiences would remain moderate.

There are no effects to Special features because none exist in the IRA.

Boundaries would not change and unroaded areas would remain the same. The boundary could not be easily modified to improve manageability due to existing intrusions and size limitations.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 89. Sal Mountain roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
60014	0.28	0.28	0.28
60016	0.05	0.05	0.05
6233	1.08	1.08	1.08
6345	1.81		
65004	0.21	0.21	0.21
65005	0.01	0.01	0
65040	0.06	0.06	
65041	0.27	0.27	0.27
Total System Routes	3.77	1.96	1.89
U141-09A	0.15		
U141-09B	0.08		
U192205C	0.14		
U202124A	0.06		
U202209A	0.88		
U202209F	0.29		
U202209H	0.13		
U202210A	0.25		
U202210B	0.18		
U202215B	0.09		
U202220A	0.23		
U202220B	0.97		
U202220C	0.1		0.1
U202222F	0.01		
U202226J	0.04		
U202232A	0.51		
U202232D	0.2		
U202235A	0.03		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U202235D	0.09		
U202235E	0.03		
U202331A	0.81		
U202331B	0.13		
U21-01B	0.25		
U21-01B29	0.17		
U21-07A	0.36		
U212229A	1.27		1.27
Total Unauthorized Routes	7.45	0	1.37
Total Roadless Routes	11.22	1.96	3.26
Unroaded Motorized Routes			
U141-09B	0.15		
U202124A	1.94		
U202209A	0.19		
U202209B	0.43		
U202209C	0.55		
U202209D	0.09		
U202209E	0.84		
U202209F	0.09		
U202210A	0.04		
U202215A	0.17		
U202215B	0.50		
U202222D	0.17		
U202222F	0.11		
U202229A	0.53		
U202229B	0.10		
U202229C	0.04		
U202232C	0.07		
U202232D	0.06		
U202235D	0.19		
U202331A	0.12		
U21-07A	0.23		
Total Unroaded Routes	6.60	0.00	0.00
Total Motorized Routes			
60014	0.28	0.28	0.28
60016	0.05	0.05	0.05
6233	1.08	1.08	1.08
6345	1.81		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
65004	0.21	0.21	0.21
65005	0.01	0.01	0
65040	0.06	0.06	
65041	0.27	0.27	0.27
Total System Routes	3.77	1.96	1.89
U141-09A	0.15		
U141-09B	0.23		
U192205C	0.14		
U202124A	2.00		
U202209A	1.07		
U202209B	0.43		
U202209C	0.55		
U202209D	0.09		
U202209E	0.84		
U202209F	0.38		
U202209H	0.13		
U202210A	0.29		
U202210B	0.18		0.10
U202215A	0.17		
U202215B	0.59		
U202220A	0.23		
U202220B	0.97		
U202220C	0.10		
U202222D	0.17		
U202222F	0.12		
U202226J	0.04		
U202229A	0.53		
U202229B	0.10		
U202229C	0.04		
U202232A	0.51		
U202232C	0.07		
U202232D	0.26		
U202235A	0.03		1.27
U202235D	0.28		
U202235E	0.03		
U202331A	0.93		
U202331B	0.13		
U21-01B	0.25		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U21-01B29	0.17		
U21-07A	0.59		
U212229A	1.27		
Total Unauthorized Routes	14.05	0.00	1.37
Total Routes	17.82	1.96	3.26
Number of System Routes	8	7	6
Number of U Routes	36	0	2
Number Total Routes	44	7	8
Number Routes added to the system	NA	0	2

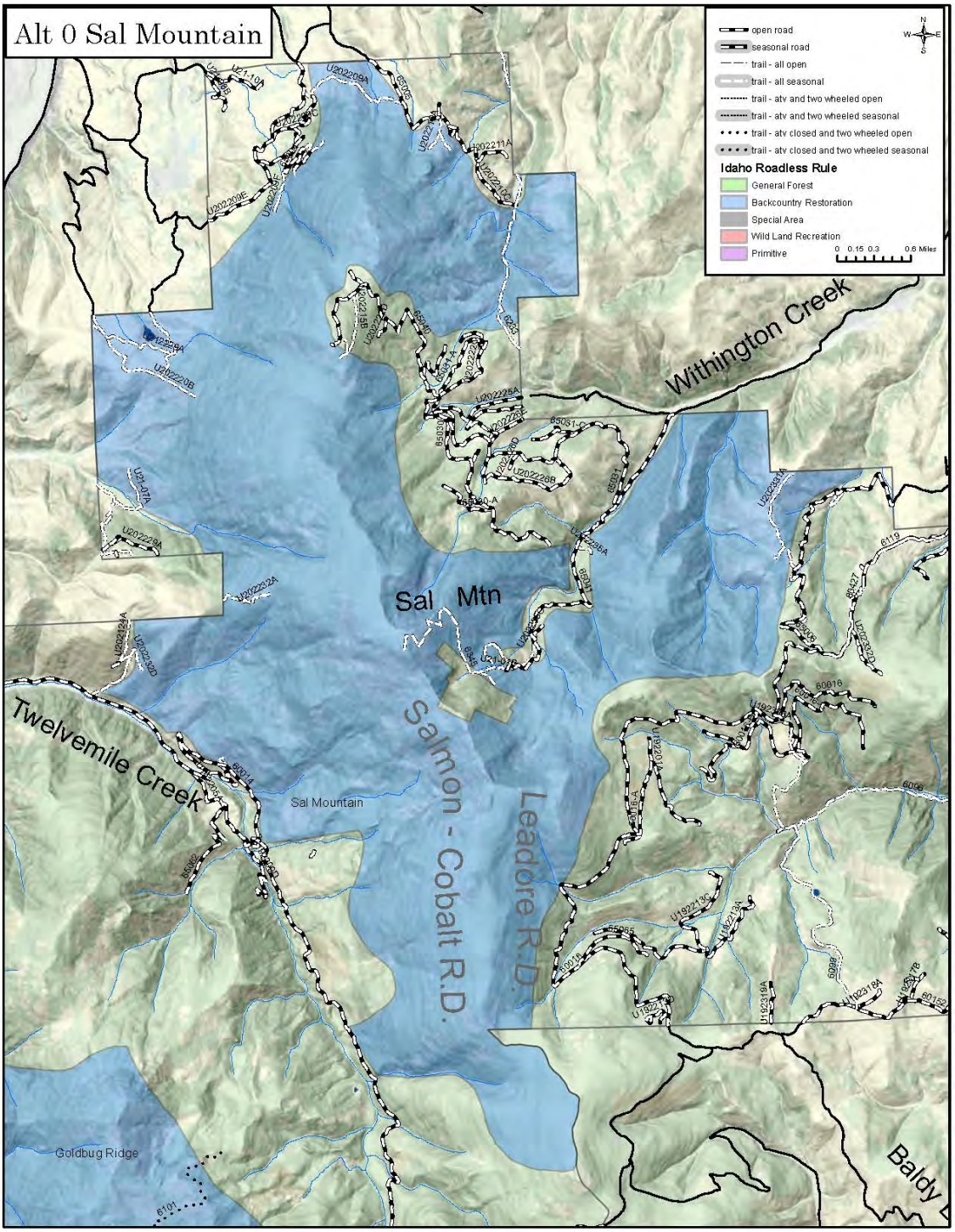

Figure A 64. Sal Mountain Alternative 0

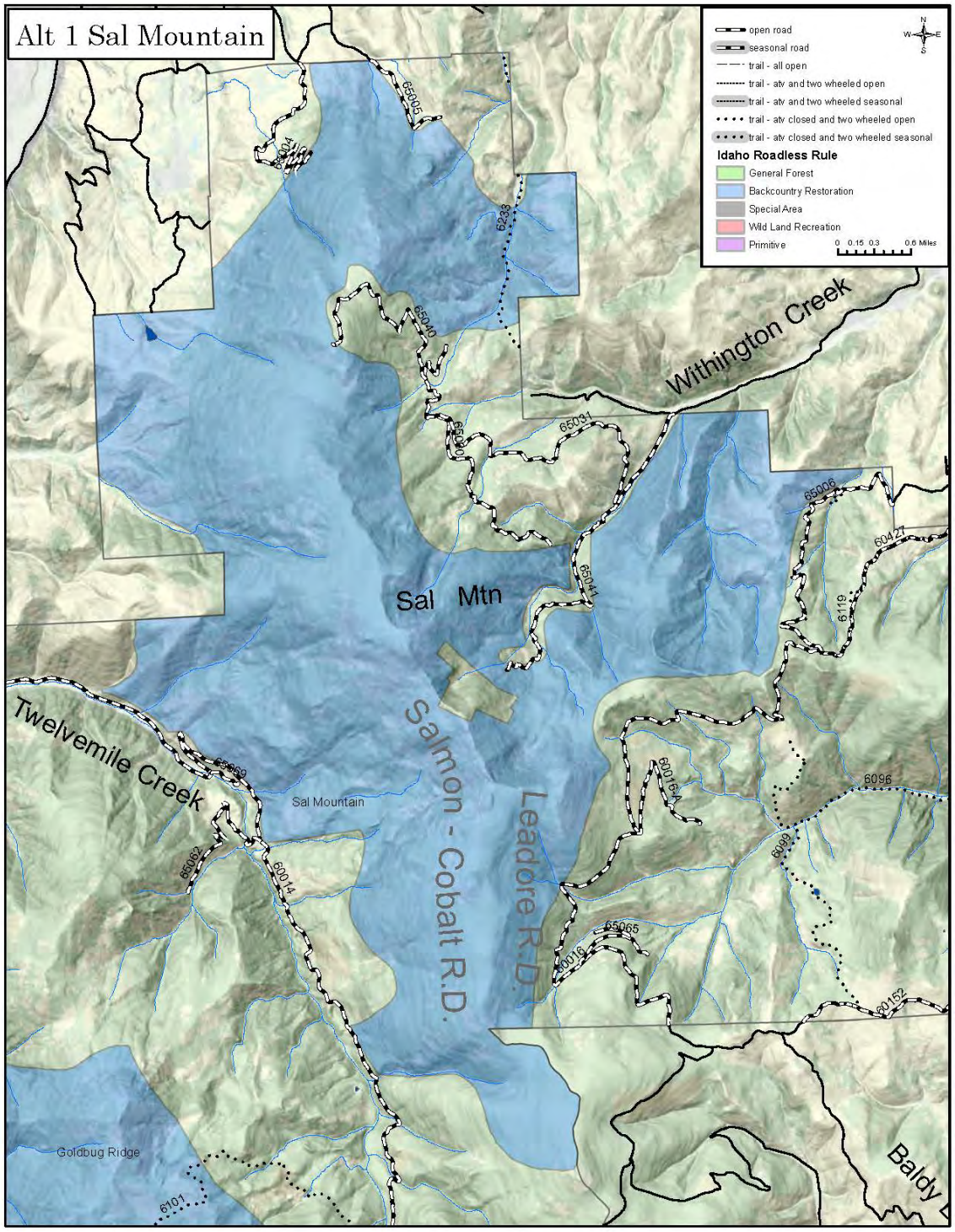

Figure A 65. Sal Mountain Alternative 1

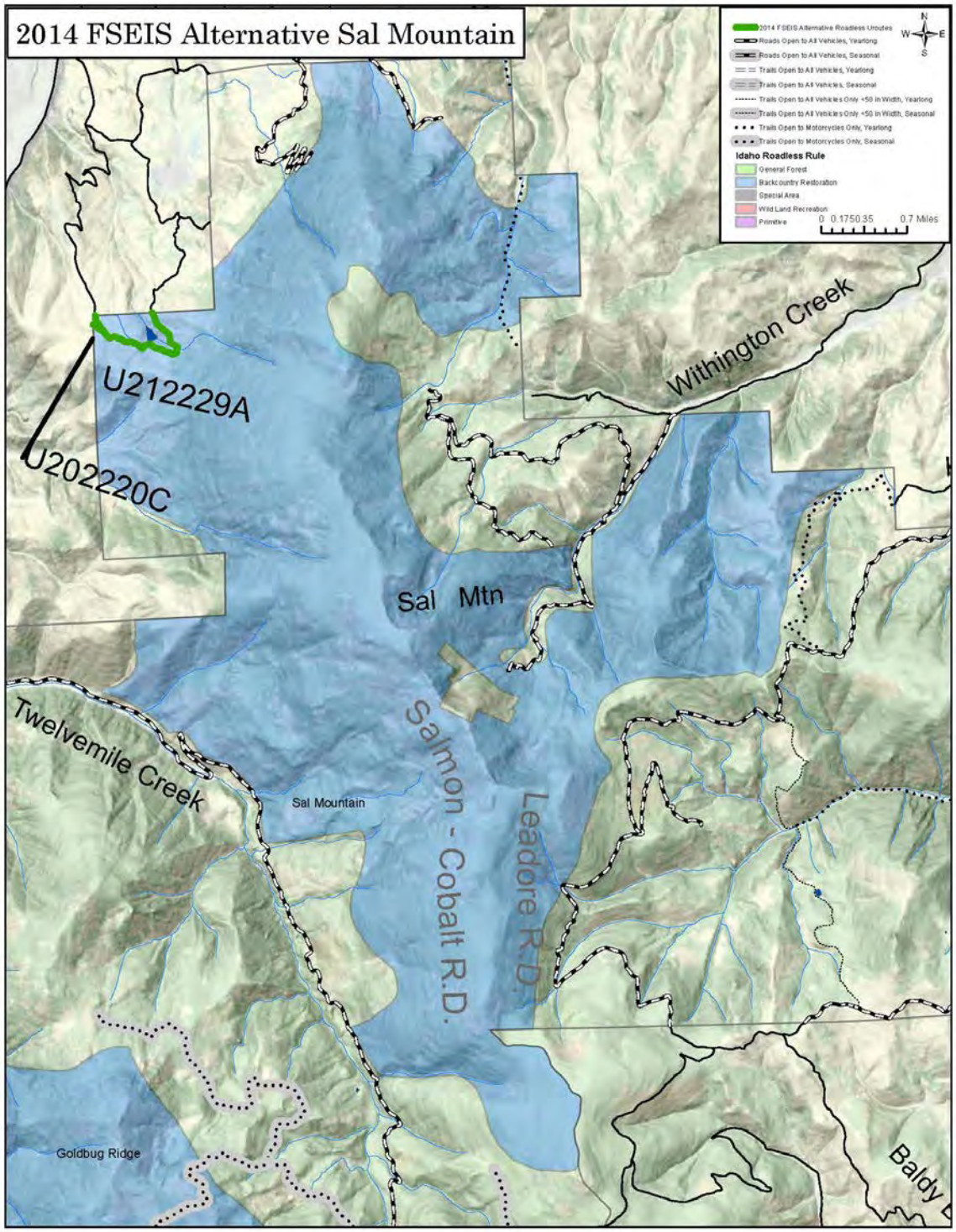

Figure A 66. Sal Mountain 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 89 and Figure A 66.

Table A 90. Sal Mountain roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable/Improving	Routes form a loop, connecting to open routes on adjacent BLM administered lands; routes provide access to a lake. The area is dissected by Withington Creek, Haynes Creek and Twelvemile Creek. Slopes are from 30 to 70 percent; elevations range from 4,600 feet, to over 9,500 feet at Sal Mountain. Lodgepole pine and Douglas-fir cover much of the area. Sagebrush and grass meadows occur throughout the area. Wildfire occurrence in the area in the last decade has altered forested landscapes visible to the Salmon community to early seral stages. The area contains several small tributaries of the Salmon and Lemhi Rivers. Water yields are relatively low in this area, and much of the streamflow is used by irrigators. Watershed conditions are generally good; however, historic mining and road activities have resulted in some localized watershed instability and water quality problems. Stream channel projects have been completed to stabilize these problem areas. This roadless area contains 8,100 acres of surface water (municipal water supply). Effects from routes to soils, water and air resources are indirect and minimal.
Sources of public drinking water	Yes	Stable	Routes are located within the area identified for source water. Impacts to surface water would be indirect and minimal.
Diversity of plant and animal communities	No	Stable/ Improving	No known fisheries occur in this area. This area contains high quality summer range for mule deer and elk. The lower elevations provide key winter range areas for mule deer, elk, and antelope. Antelope summer range is also present at the lower elevations. A small bighorn sheep herd occupies Sal Mountain, and a few mountain goats may still be present in Haynes Creek. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	No known fisheries occur in this area, but streams are direct tributary to the Salmon and Lemhi rivers where threatened species bull trout, Chinook salmon, steelhead and sensitive westslope cutthroat trout habitat occurs. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, fisher, bighorn, northern goshawk, flammulated owl, great gray owl, spotted frogs, and habitat for wolverines. Whitebark pine, a Region 4 sensitive plant species, likely occurs at upper elevations. No impact to species or habitats.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Primitive and semi-primitive classes of recreation	No	Stable	Route forms a loop connecting open routes on adjacent BLM administered lands and provides access to a lake. The route is in the Backcountry Restoration management classification. The area offers only moderate opportunities for solitude due to moderate size, little topographic or vegetative screening, moderate distance from core to perimeter, and the existence of permanent intrusions. Due to these factors and lack of diversity, the area has a moderate opportunity for primitive recreation experiences. Opportunities for challenging experiences or encountering serious hazards are rare. Current recreation uses include backpacking, trailbike riding, and hunting. Current low recreation use is not expected to change significantly, due to the lack of attractions in the area. Route location and use potentially enhances recreation opportunities in this area.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable	The area is dissected by Withington Creek, Haynes Creek and Twelvemile Creek. Slopes are from 30 to 70 percent; elevations range from 4,600 feet, to over 9,500 feet at Sal Mountain. Lodgepole pine and Douglas-fir cover much of the area. Sagebrush and grass meadows occur throughout the area. The ecosystems represented are sagebrush and western spruce-fir. The majority of the acres in this roadless area are in a natural condition. However, numerous intrusions are scattered throughout. Man's influence on the natural integrity of this roadless area has been high. There is a limited amount of outstanding scenery in the vicinity of Sal Mountain and in the Haynes Creek Canyon. The remainder of the roadless area is considered common for the Salmon National Forest. The route does not detract from the overall character, and does not further detract from the area's natural appearance or integrity.
Traditional cultural properties and sacred sites	No	Stable	The potential for prehistoric cultural resources is considered moderate. Several historic structures are known to exist in the area, but their significance has not been determined. No impacts anticipated.
Other locally unique characteristics	No	Stable or None	There is a limited amount of outstanding scenery in the vicinity of Sal Mountain / Haynes Creek Canyon. The remainder of the roadless area is considered common for the Salmon National Forest. There are no unique characteristics. No Impact

West Big Hole Idaho Roadless Area (84,405 Acres)

Forest Plan Management Area Direction

The Salmon Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Salmon Plan, described each roadless area, the resources and values considered, the range of alternative land uses studied, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The West Big Hole Roadless Area was assigned to Management Prescriptions 2A (14,495 acres), 2A-1 (18,960 acres), 2B (25,948 acres), 3A-4A (231 acres), 3A-5A (884 acres), 4A (10,279 acres), 5B (9,646 acres), 5C (1,054 acres), 6A (2,715 acres), and 6B (184 acres). Motorized routes are located within these management prescriptions.

- 2A – Emphasis is on dispersed recreation activity. Semi-primitive motorized recreation opportunities are featured. Minerals and energy activities, grazing, and vegetative manipulation are allowed. No timber harvest is planned.
- 2A-1 – Emphasis is on dispersed recreation activity. Semi-primitive motorized recreation opportunities are featured. Motorized use is limited to designated routes. Minerals and energy activities, grazing, and vegetative manipulation are allowed. No timber harvest is planned.
- 2B – Emphasis is on dispersed recreation activity Semi-primitive nonmotorized recreation opportunities are featured. Minerals and energy activities, grazing, vegetative manipulation, and snow machine use over snow are allowed. No timber harvest is planned.
- 3A-4A (231 acres) - Emphasis is on anadromous fish species habitat needs. ” and “…providing required forage and cover on big game winter ranges... Motorized use of new and/or existing roads and trails is managed to prevent unacceptable stress on big game animals during the primary use period.”
- 3A-5A (884 acres) - Emphasis is on anadromous fish species habitat needs. Timber harvest and management is compatible, but activity, intensity, and timing will be appropriate to meeting habitat quality goals.” And “…Emphasis is on a high commercial sawtimber production and utilization while maintaining habitat for target or viable populations of all native vertebrate species of fish and wildlife.”
- 4A – Emphasis is on managing key big game winter range to insure required forage and cover conditions exist to meet big game needs.
- 5B - Emphasis is on producing long-term timber outputs through a moderate level of investment in regeneration and thinning.
- 5C - Emphasis is on producing long-term timber outputs through a low level of investment in regeneration and thinning.
- 6A - Emphasis is on protection and interpretation of l.0 areas of unusual scenic, archeological, historical, geological, botanical, zoological, paleontological, or other special characteristic. (No routes are located within this MA)

- 6B – Emphasis is on management of river segments designated as components of the Wild and Scenic River system or those whose eligibility for designation is to be retained.

The forest plan did not make an "irreversible and irretrievable" commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics within the roadless area and on any unroaded lands contiguous to the roadless area.

Existing Condition

The West Big Hole Idaho Roadless Area contains 67.49 miles of motorized routes. There are 40.48 miles of system routes and 27.01 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 23,817 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the West Big Hole Idaho Roadless Area. All of the routes are in lands classified as General Forest, Primitive, and Backcountry Restoration.

Table A 91. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Primitive (20,526 acres)	System Routes	3.5	2.91	2.52
	U Routes	0.00	0.00	2.50
Forest Plan Special Area[1] (2,902 acres)	System Routes	0.07	0.07	0.07
	U Routes	0.00	0.00	0.00
Backcountry Restoration (51,403 acres)	System Routes	19.37	11.93	12.32
	U Routes	4.15	0.00	1.22
General Forest (9,574 acres)	System Routes	17.54	10.14	11.25
	U Routes	1.55	0.00	0.00
Total System Routes		40.48	25.05	26.16
Total Unauthorized Routes		5.7	0.00	3.72
Total Route Miles		46.18	25.05	29.89

[1]Forest Plan Special Areas was used to identify areas specifically managed by Forest Plans, such as wild and scenic rivers, research natural areas, or other specific purposes identified in forest plans. These areas are managed under the Forest Plans of each Forest and the Idaho Roadless Rule does not apply. This area is listed and effects are analyzed in the environmental consequences section of this report.

Unroaded Lands: There are unroaded lands contiguous to the West Big Hole Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 93. West Big Hole roadless, unroaded, and total motorized routes). A total of 1.20 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The West Big Hole Roadless Area is approximately 10 air miles northeast of Salmon, Idaho. The entire area is bounded on the east by the Continental Divide. The Divide is the boundary between

Idaho and Montana and also the boundary between the Salmon-Challis National Forest and the Beaverhead National Forest. The area is divided into two parts where the Forest boundary is separated by lands administered by the Bureau of Land Management. The Salmon-Challis portion of this roadless area is located on the North Fork Ranger District.

The southern portion of the area is bounded on the east by the forest boundary and on the south by the Kenney Creek road. The western portion of the area is bounded by the forest boundary, the ridge between Tower Creek and Fourth of July Creek, Fourth of July Creek from Fourth of July to Stein Mountain and back to Magpie Canyon, then northwesterly around the slope to Wagonhammer Creek, the Wagonhammer Creek road to Highway 93, northwest and northerly across the slope above Highway 93, the ridge south at Bill's Canyon east to the head of Silverleads Creek, north along Stein Gulch to Sheep Creek. The north boundary is a ridge between Little Sheep Creek and Lick Creek. Access to the area can be gained from the roads up the several drainages that have their headwaters in the area.

The area is dissected by many streams that drain into the Lemhi, the Salmon, and the North Fork of the Salmon Rivers. Elevations range from approximately 5,600 feet to over 10,200 feet at Freeman Peak. Glaciation has formed broad U-shaped valleys at the heads of the major drainages; however, there was very little cirque development. Many high rocky peaks and rocky ridges occur throughout the area. This high country is typical of alpine glaciated country. Average annual precipitation is between 15 and 35 inches, falling mostly as spring and fall rains or winter snow. Summer high temperatures of 80 and 90 degrees at the lower elevations are contrasted by high elevation winter lows of 40 degrees below zero. Quartzite bedrock forms the area's loamy sand to sandy loam textured soils.

Ponderosa pine and Douglas-fir at the lower elevations are replaced by lodgepole pine, subalpine fir, Engelmann spruce and some whitebark pine at the higher elevations. Grassy openings and wet meadows are scattered throughout the area. Rock outcroppings and talus slopes occur on the high peaks and ridges. The three ecosystem types represented in the area are western spruce-fir, grand fir/Douglas-fir, and alpine meadows and barren.

Natural Integrity (Natural and Undeveloped): The West Big Hole Roadless Area contains 40.48 miles of system routes and 27.01miles of unauthorized routes within the roadless area, and 1.20 miles of unauthorized routes are located on lands contiguous to the roadless area. Motorized restrictions were in place within most of the roadless area in the previous travel plan with 23,817 acres being open to cross-country travel. The area is essentially natural appearing. There has been virtually no influence by man on the natural integrity of this roadless area, with the exception of a timber sale in the Carmen Creek drainage and near the head of Little Silverleads Creek and a few scattered mining related impacts.

Existing roads up Carmen, Freeman, Pratt and Wimpey Creeks effectively provide access to the interior of the roadless area. Mining impacts are very apparent in the head of Wimpey Creek and especially Pratt Creek where there remain numerous buildings and other structures from past activities. Visitors would find this roadless area to be natural appearing, except in areas of past extensive mining.

Undeveloped Character: Several intrusions were identified in the area through public and in-service input. There are seven road corridors: 1) Pratt Creek, 2) Wimpy Creek, 3) Freeman Creek, 4) Eagle Mountain, 5) Bradley Gulch, 6) Sandy Creek, and 7) Kenney Creek associated with mineral and timber activities and private land access. These roads have been and would continue to be periodically maintained. There are six intrusions associated with timber sale

activity: Two of these are in the Carmen Creek drainage, one is in the Black Tail Creek drainage, one in Silverleads, one in Dry Gulch, and one in Sheep Creek. These intrusions total 2,000 acres. The areas directly impacted by these activities no longer meet roadless area criteria and those portions of the roadless area would not be considered further for wilderness.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): This area provides a very high opportunity for solitude based on its large size, distance from core to perimeter, topographic and vegetative screening. Only the existence of some permanent offsite intrusions prevents it from being rated as outstanding. The area also provides very high opportunities for primitive recreation due to the above factors and a high degree of diversity and minimal developed recreation facilities. The area offers many opportunities for challenging experiences due primarily to terrain features.

Special Features: The Continental Divide National Scenic Trail Corridor passes through this roadless area. The area contains significant amounts of outstanding scenery. Two Research Natural Areas, Kenney Creek (1,600 acres) and Davis Canyon (1,100 acres) are within the roadless area boundaries. The Davis canyon site contains an excellent representation of an elk sedge meadow. About 2,000 acres are within the Salmon River Wild and Scenic River corridor.

Manageability: During public involvement, input was received that the "jeep road" separating the West Big Hole and the Silverleads Roadless Areas was not a road, but a trail along the old phone line. This was verified and the inventory was adjusted by combining the Silverleads Roadless Area with West Big Hole. The entire area is now identified as West Big Hole. The area is contiguous with the West Big Hole Roadless Area on the Beaverhead National Forest on the east, and lands administered by the Bureau of Land Management on the south. It is bordered by developed National Forest System lands on the west and north.

Logical and manageable boundaries could be developed for this roadless area. Boundary changes would be necessary, as the existing roadless area has been virtually cut in two by a timber related intrusion. Size is not a factor with this roadless area.

Environmental Effects

Table A 92. Direct/indirect effects comparison of alternatives

West Big Hole Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		56	18	24
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	23,817	0	0
	Miles of System Routes	40.49	25.04	26.16
	Miles of U Routes	6.74	0.00	3.86
	Total Miles of Routes	47.23	25.04	30.02
	Acres of Dispersed Camping	25,558	2,041	1,432
Solitude	Acres Not Supporting Solitude	31,317	22,087	24,334
Special Features and Values	Routes Affecting Special Features Continental Divide National Scenic Trail	CDNST: 6111	CDNST: 6111, 6126	CDNST: 6126, 6129
	Kenney Creek RNA Davis Canyon RNA	RNAs: None	RNAs: None	RNAs: None
	Salmon WSR	Salmon WSR: 60072	Salmon WSR: 60072	Salmon WSR: 60072
Manageability		Logical and manageable boundaries could be developed for this roadless area		

Direct/Indirect Effects of Alternative 0

The current level of motorized travel would differ from the existing conditions. 40.49 miles of system routes would be open to motorized use and 6.87 miles of unauthorized routes would be available for use, for a total of 47.36 miles of motorized routes. This is 20.13 miles fewer unauthorized routes within the roadless area than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes that are in an area that is closed to motorized cross-country travel. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. The 23,817 acres would remain open to cross-country travel.

The area remains essentially natural appearing, and the natural integrity would remain intact. The undeveloped character may be slightly enhanced by the reduction in miles of unauthorized routes.

Opportunities for solitude and primitive and unconfined recreation would remain high due to the area's large size, distance from core to perimeter, topographic and vegetative screening, high degree of diversity and minimal developed recreation facilities. Dispersed camping would be available on 25,558 acres and 31,317 acres would not support solitude within the roadless area.

The Continental Divide National Scenic Trail Corridor runs along a portion of the eastern boundary and passes through this roadless area, one system route (6111) runs along the trail corridor in the northeastern portion of the roadless area. About 2,000 acres in the northwestern portion of the roadless area are within the Salmon River Wild and Scenic River corridor. A small segment of one system route (60072) runs along the boundary of the roadless area and is within the WSR corridor. This is a "recreational" river segment where road access is compatible with the designation.

The area also contains significant amounts of outstanding scenery. Two Research Natural Areas, Kenney Creek (1,600 acres) and Davis Canyon (1,100 acres) are within the roadless area boundaries. The Davis Canyon site contains an excellent representation of an elk sedge meadow. No proposed routes are located within these special areas.

Boundaries would not change. Logical and manageable boundaries could be developed for this roadless area. Boundary changes would be necessary, as the existing roadless area has been virtually cut in two by a timber related intrusion. Size is not a factor with this roadless area.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on 25.04 miles of system routes. No unauthorized routes would be available for motorized use within the roadless area or areas contiguous to the roadless area. The entire 84,405 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The area remains essentially natural appearing, and the natural integrity would remain intact. The undeveloped character would be enhanced by a substantial reduction in motorized use of both system routes and unauthorized routes and cross country travel, in comparison to the No Action Alternative. Future effects would also be minimized by closing the area to cross-country travel. Dispersed camping would be available on 2,041 acres within and along the boundary of the roadless area due to existing routes that provide a 300’ dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

Opportunities for solitude would remain high due to the area’s large size, distance from core to perimeter, topographic and vegetative screening, high degree of diversity and minimal developed recreation facilities. The opportunities for solitude would be further enhanced by the reduction in motorized use due to the closure of unauthorized routes and the closure of the area to cross-country travel. 22,087 acres within the area would not support solitude.

The Continental Divide National Scenic Trail Corridor runs along a portion of the eastern boundary and passes through this roadless area, two system routes (6111 and 6126) run along the trail corridor in the northeastern portion of the roadless area. About 2,000 acres in the northwestern portion of the roadless area are within the Salmon River Wild and Scenic River corridor. A small segment of one system route (60072) runs along the boundary of the roadless area and is within the WSR corridor. This is a “recreational” river segment where road access is compatible with the designation.

The area also contains significant amounts of outstanding scenery. Two Research Natural Areas, Kenney Creek (1,600 acres) and Davis Canyon (1,100 acres) are within the roadless area boundaries. The Davis Canyon site contains an excellent representation of an elk sedge meadow. No proposed routes are located within these special areas.

Boundaries would not change. Logical and manageable boundaries could be developed for this roadless area. Boundary changes would be necessary, as the existing roadless area has been virtually cut in two by a timber related intrusion. Size is not a factor with this roadless area.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 26.16 miles of system routes and 3.86 miles of unauthorized routes. The entire 84,405 acres within this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in the areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The area remains essentially natural appearing, and the natural integrity would remain intact. The undeveloped character would be enhanced by a substantial reduction in motorized use of both system routes and unauthorized routes and cross country travel, in comparison to the No Action Alternative. Future effects would also be minimized by closing the area to cross-country travel. Dispersed camping would be available on 1,432 acres within and along the boundary of the roadless area due to existing routes that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping.

Opportunities for solitude would remain high due to the area's large size, distance from core to perimeter, topographic and vegetative screening, high degree of diversity and minimal developed recreation facilities. The opportunities for solitude would be further enhanced by the reduction in motorized use due to the closure of many of the unauthorized routes and the closure of the area to cross-country travel. 24,334 acres within the area would not support solitude.

The Continental Divide National Scenic Trail Corridor runs along a portion of the eastern boundary and passes through this roadless area, two system routes (6126 and 6129) run along the trail corridor in the northeastern portion of the roadless area. About 2,000 acres in the northwestern portion of the roadless area are within the Salmon River Wild and Scenic River corridor. A small segment of one system route (60072) runs along the boundary of the roadless area and is within the WSR corridor. This is a "recreational" river segment where road access is compatible with the designation.

The area also contains significant amounts of outstanding scenery. Two Research Natural Areas, Kenney Creek (1,600 acres) and Davis Canyon (1,100 acres) are within the roadless area boundaries. The Davis Canyon site contains an excellent representation of an elk sedge meadow. No proposed routes are located within these special areas.

Boundaries would not change. Logical and manageable boundaries could be developed for this roadless area. Boundary changes would be necessary, as the existing roadless area has been virtually cut in two by a timber related intrusion. Size is not a factor with this roadless area.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized

routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 93. West Big Hole roadless, unroaded, and total motorized routes

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
60063	0.74	0.74	0.74
60063-B	0.04	0.04	0.04
60063-C	0.75	0.75	0.75
60063-D	0.89	0.89	
60071	2.30	2.30	2.30
60072	0.07	0.07	0.07
60077	4.88	4.88	4.88
60077-E	0.60	0.60	0.60
60077-F	0.70	0.70	0.70
60077-G	0.02	0.02	0.02
60077-H	0.07	0.07	0.07
60186	0.26	0.26	0.26
6033	0.59		
6111	4.45	4.00	
6126	5.85	5.85	5.85
6129.00			4.00
6131	1.21	1.21	1.21
6132	2.04		2.04
6134	2.75		0.35
6135	1.08		
6136	4.76		
6137	0.37		
6138	1.82		
6143	1.59		
64024	0.36	0.36	
64025	0.27	0.27	0.25
64026	2.03	2.03	2.03
Total System Routes	40.49	25.04	26.16
U202411B			0.67

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U202415A			0.49
U212423C			1.35
U232211A	0.06		
U232211B	0.07		0.07
U232213A	0.23		
U232213B	0.56		0.47
U242204A	0.23		
U242210A	0.55		
U252124A	0.00		
U252207A	0.28		
U252207E	0.06		
U252207F	0.10		
U252233A	0.87		
U252234A	0.01		
U252234C	0.12		
U252234D	0.04		
U252234E	0.13		
U252234F	0.03		
U252234G	0.02		
U252234H	0.52		
U252234I	0.10		
U252234J	0.08		
U252235A	0.02		
U252235D	0.55		
U252235E	0.82		0.68
U252235G	0.05		
U252235H	0.11		
U252235I	0.06		
Total Unauthorized Routes	5.67	0.00	3.73
Total Route Miles	46.16	25.04	29.89
Unroaded Motorized Routes			
U242204A	0.04		
U242210A	0.20		
U252233A	0.04		
U252234J	0.07		
U252235A	0.09		
U252235B	0.14		
U252235C	0.14		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U252235D	0.18		
U252235E	0.13		0.13
U252235F	0.04		
U252235G	0.03		
U252235H	0.03		
U252235K	0.07		
Total Unroaded Routes	1.20	0.00	0.13
Total Unroaded Routes = 1.20			
Total Motorized Routes			
60063	0.74	0.74	0.74
60063-B	0.04	0.04	0.04
60063-C	0.75	0.75	0.75
60063-D	0.89	0.89	
60071	2.30	2.30	2.30
60072	0.07	0.07	0.07
60077	4.88	4.88	4.88
60077-E	0.60	0.60	0.60
60077-F	0.70	0.70	0.70
60077-G	0.02	0.02	0.02
60077-H	0.07	0.07	0.07
60186	0.26	0.26	0.26
6033	0.59		
6111	4.45	4.00	
6126	5.85	5.85	5.85
6129.00			4.00
6131	1.21	1.21	1.21
6132	2.04		2.04
6134	2.75		0.35
6135	1.08		
6136	4.76		
6137	0.37		
6138	1.82		
6143	1.59		
64024	0.36	0.36	
64025	0.27	0.27	0.25
64026	2.03	2.03	2.03
Total System Routes	40.49	25.04	26.16
U202411B			0.67

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U202415A			0.49
U212423C			1.35
U232211A	0.06		
U232211B	0.07		0.07
U232213A	0.23		
U232213B	0.56		0.47
U242204A	0.27		
U242210A	0.75		
U252124A	0.00		
U252207A	0.28		
U252207E	0.06		
U252207F	0.10		
U252233A	0.91		
U252234A	0.01		
U252234C	0.12		
U252234D	0.04		
U252234E	0.13		
U252234F	0.03		
U252234G	0.02		
U252234H	0.52		
U252234I	0.10		
U252234J	0.15		
U252235A	0.11		
U252235B	0.14		
U252235C	0.14		
U252235D	0.73		
U252235E	0.95		0.81
U252235F	0.04		
U252235G	0.08		
U252235H	0.14		
U252235I	0.06		
U252235K	0.07		
Total Unauthorized Routes	6.87	0.00	3.86
Total Routes	47.36	25.04	30.02
Number of System Routes	26	18	18
Number of U Routes	30	0	6
Number Total Routes	56	18	24
Number Routes added to the system	NA	0	6

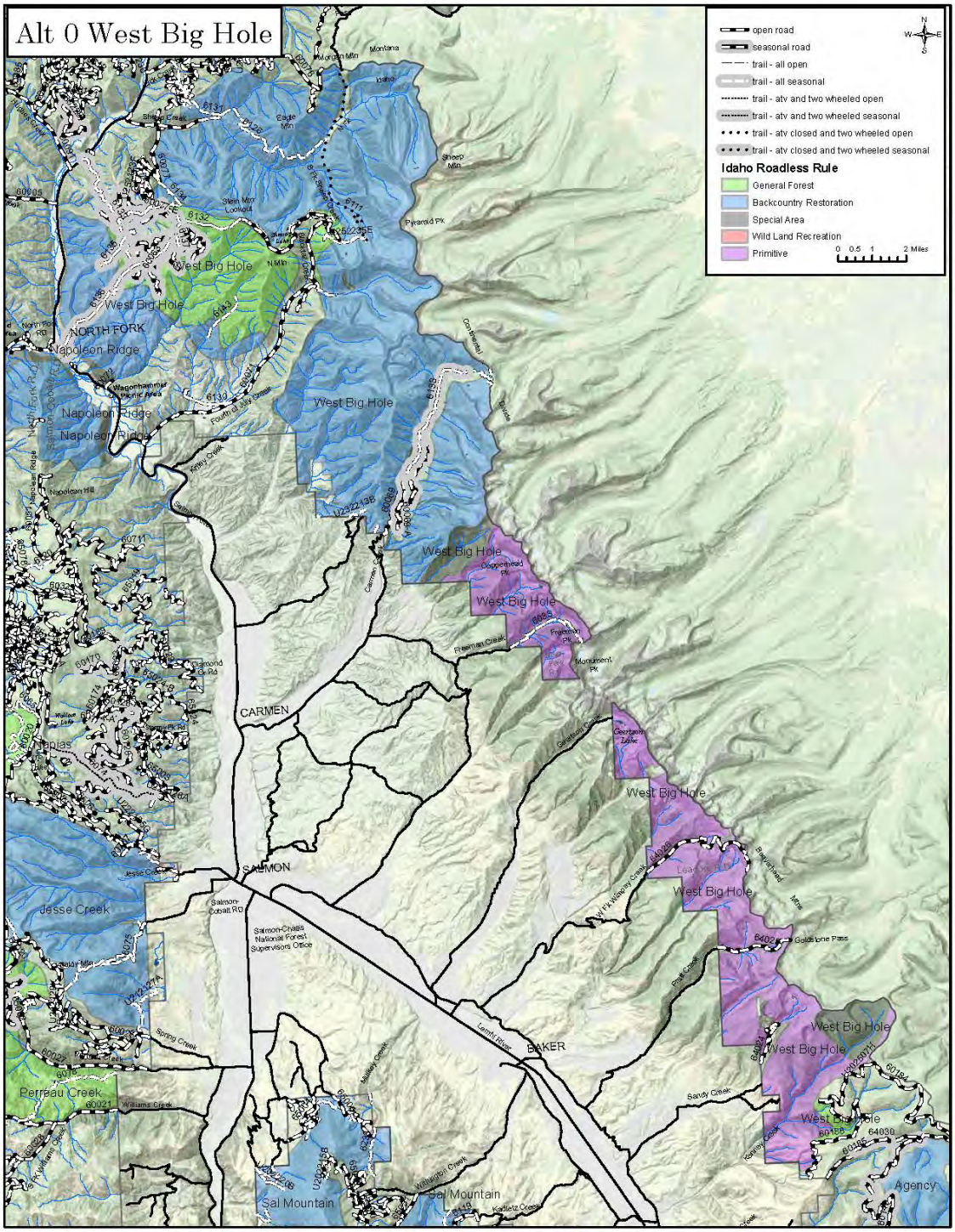

Figure A 67. West Big Hole Alternative 0

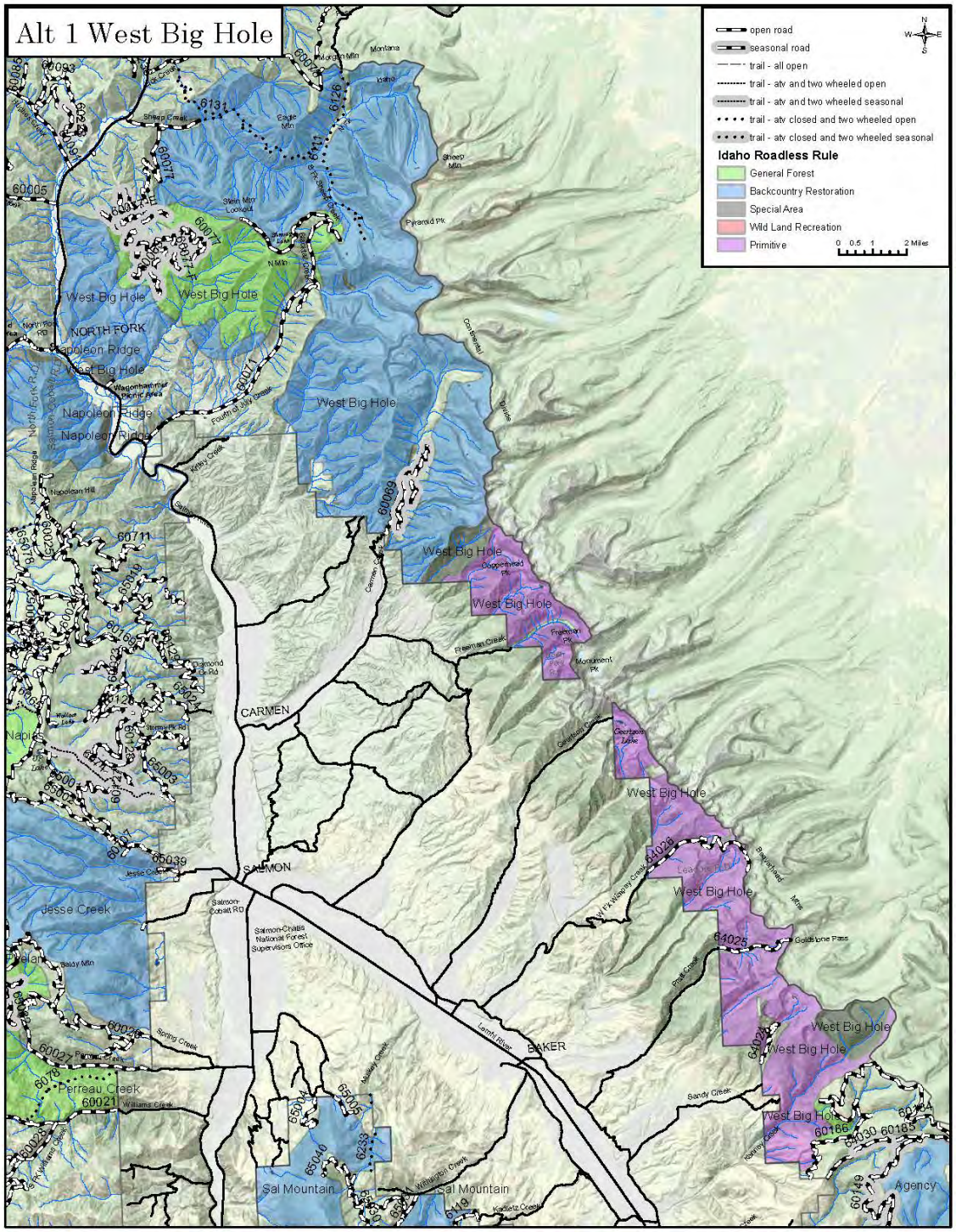

Figure A 68. West Big Hole Alternative 1

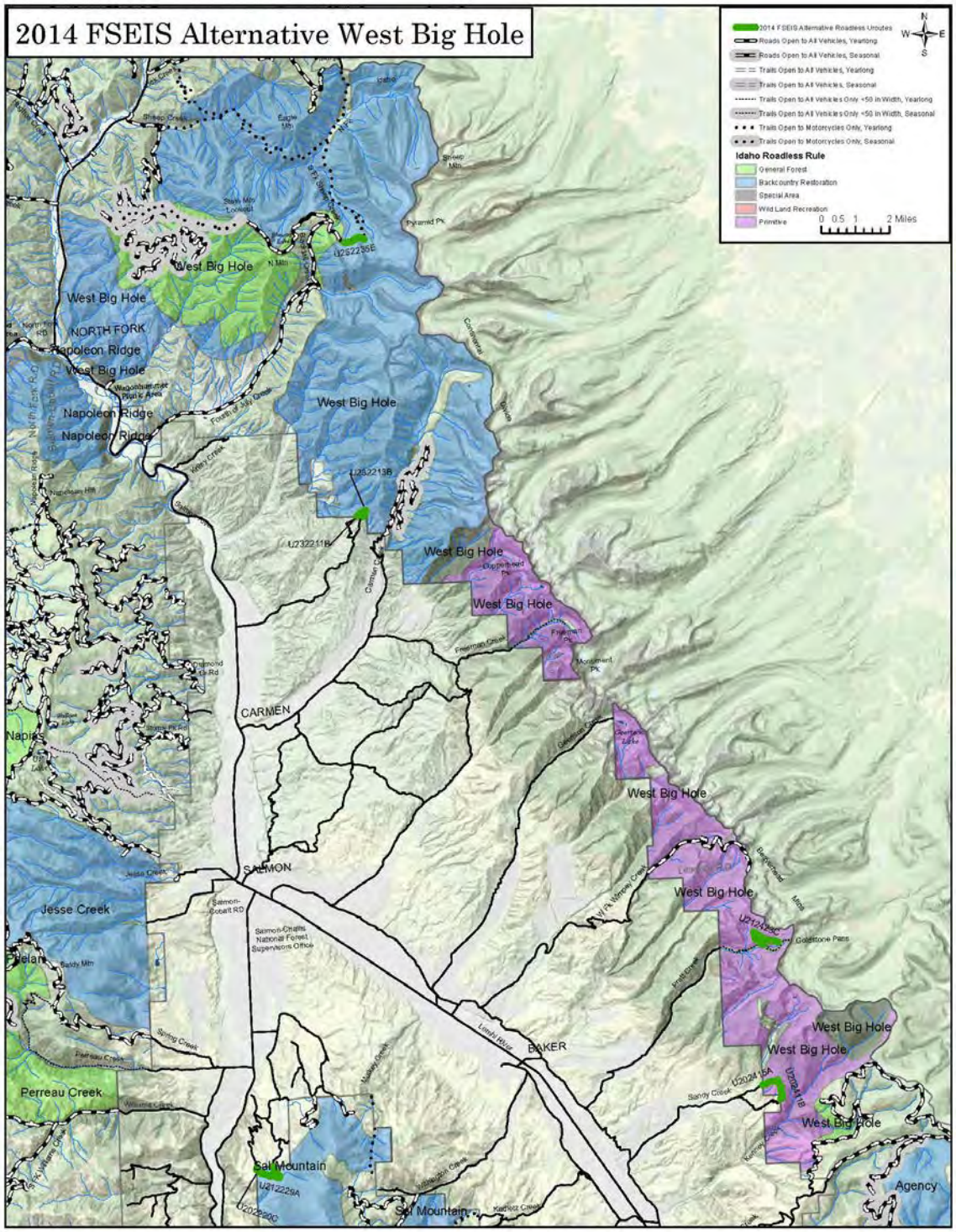

Figure A 69. West Big Hole 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 93 and Figure A 69.

Table A 94. West Big Hole roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Stable	Two of the route locations connect to routes on adjacent BLM administered lands; another is a loop near Goldstone Mine. The area is dissected by many streams that drain into the Lemhi, the Salmon, and the North Fork of the Salmon Rivers. Elevations range from approximately 5,600 feet to over 10,200 feet at Freeman Peak. Glaciation has formed broad U-shaped valleys at the heads of the major drainages; however, there was very little cirque development. Many high rocky peaks and rocky ridges occur throughout the area. This high country is typical of alpine glaciated country. Quartzite bedrock forms the area's loamy sand to sandy loam textured soils. Ponderosa pine and Douglas-fir at the lower elevations are replaced by lodgepole pine, subalpine fir, Engelmann spruce and some whitebark pine at the higher elevations. Grassy openings and wet meadows are scattered throughout the area. Rock outcroppings and talus slopes occur on the high peaks and ridges. The three ecosystem types represented in the area are western spruce-fir, grand fir/Douglas-fir, and alpine meadows and barren. The southern portion of the roadless area produces essential irrigation supplies for numerous ranchers and residences. Stream conditions are generally good, and the area produces excellent quality water. Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	No	Stable/ Improving	Wildlife habitat diversity is very good, primarily due to the broad range of elevations and habitat types inherent to this area. This area contains significant anadromous fish habitat in Sheep Creek, which is in essentially pristine condition. In addition, numerous other streams provide habitat for resident trout. Present habitat condition in these other streams is excellent. Three mountain lakes within the area have the potential to support fish The anadromous production potential is substantial. Bull trout, Chinook salmon, steelhead habitat is present. This large area is bounded on the east by the Continental Divide and consists primarily of rugged high-elevation lands, with numerous peaks in excess of 9,500 feet high. Mountain goats are found in much of the area, as are wolverines, fishers, marmots and pikas. Migration corridor for interstate mule deer and elk herds. It also contains areas of key big game range. Other wildlife species include black bear, mountain lion, elk, mule deer, bighorn sheep Peregrine falcon and flammulated owl also occur in this roadless area. Harassment of wildlife and significant disturbance of wildlife

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
			habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas.
Habitat for TES and species dependent on large undisturbed areas of land	Yes	Stable	Habitat for threatened bull trout, Chinook salmon, and steelhead overlap the roadless area. The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, bighorn sheep, fisher, bald eagle, peregrine falcon, northern goshawk, three-toed woodpecker, flammulated owl, boreal owl and great gray owl, sage grouse and habitat for wolverines, Townsend big-eared bat, and spotted frogs. Habitat for sensitive species westslope cutthroat trout is found in this roadless area. Flexible alpine collomia, Lemhi penstemon and Whitebark pine are sensitive plant species occurs in this roadless area. TES species would not be impacted by the analyzed routes.
Primitive and semi-primitive classes of recreation	No	Stable	Two of the route locations connect to routes on adjacent BLM administered lands; another is a loop near Goldstone Mine. The routes are in the primitive and backcountry restoration management classification areas. This area provides a very high opportunity for solitude based on its large size, distance from core to perimeter, topographic and vegetative screening. Only the existence of some permanent offsite intrusions prevents it from being rated as outstanding. The area also provides very high opportunities for primitive recreation due to the above factors and a high degree of diversity and minimal developed recreation facilities. The area offers many opportunities for challenging experiences due primarily to terrain features. Recreation is primarily related to hunting and backpacking with limited trail bike riding. Recreation use in this roadless area is expected to increase significantly in the future as implementation of the Continental Divide National Scenic Trail proceeds. No impact from location and use of routes.
Reference landscapes for research study or interpretation	No	Stable or None	Routes are not within the Kenney Creek (1,600 acres) or Davis Canyon (1,100 acres) Research Natural Areas. The elk sedge meadow in Davis Canyon represents a unique vegetative community. No impact.
Landscape character and integrity	No	Stable	The area is dissected by many streams that drain into the Lemhi, the Salmon, and the North Fork of the Salmon Rivers. Many high rocky peaks and rocky ridges occur throughout the area. This high country is typical of alpine glaciated country. The area is essentially natural appearing. There has been virtually no influence by man on the natural integrity of this roadless area, with the exception of a timber sale in the Carmen Creek drainage and near the head of Little Silverleads Creek and a few scattered mining related impacts. Visitors would find this roadless area to be natural appearing, except in areas of past extensive mining. The routes do not detract from the overall character, and do not further detract from the area's natural appearance or integrity.
Traditional cultural	No	Stable	Little is known of the existence of prehistoric cultural resources. The potential would be

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
properties and sacred sites			considered moderate in major drainage bottoms and low elsewhere. There are known historic resources scattered throughout the roadless area, but none have been evaluated for significance. No impact to these resources
Other locally unique characteristics	No	Stable or None	The Continental Divide National Scenic Trail Corridor passes through this roadless area along the eastern boundary. The area contains significant amounts of outstanding scenery. Two Research Natural Areas, Kenney Creek (1,600 acres) and Davis Canyon (1,100 acres) are within the roadless area boundaries. The Davis canyon site contains an excellent representation of an elk sedge meadow. About 2,000 acres are within the Salmon River Wild and Scenic River corridor. The routes are not located within any of these special areas. No impact.

White Knob Idaho Roadless Area (65,705 Acres)

Forest Plan Management Area Direction

The Challis Forest Plan established Forest-wide multiple goals, objectives, and management area requirements as well as management area prescriptions.

The analysis of roadless lands, documented in Appendix C of the FEIS for the Challis Plan, described each roadless area, the resources and values considered, the range of alternative land uses studies, and the effects of management under each alternative. As a result of the analysis some roadless areas were recommended for inclusion in the National Wilderness Preservation System and others were assigned various non-wilderness prescriptions. The White Knob Roadless Area was assigned to Management Area 11 Pioneer Mountains (17,617 acres), 18 Mackay Front (23,100 acres) and 25 Antelope Creek (24,986 acres). Motorized routes are located in these management areas.

- 11 Pioneer Mountains – The management area will remain essentially unchanged and undeveloped. Dispersed recreation activities and opportunities will dominate the management strategy. Highly productive range lands will be intensively managed. That portion of the area proposed as Wilderness will remain in the natural condition.
- 18 Mackay Front – The character of the land will remain essentially unchanged. Wildlife and dispersed recreation will provide the dominant resource activities. Mining technology and market values for minerals could significantly impact this area.
- 25 Antelope Creek – Maintain the varied vegational diversity and quality, providing good wildlife and fisheries habitat and a wide spectrum of dispersed recreation opportunities.

The forest plan did not make an “irreversible and irretrievable” commitment of resources to develop. The purpose of this analysis is to evaluate the environmental consequences of the action alternatives on the wilderness characteristics in the roadless area and on any lands contiguous to the roadless area.

Existing Condition

The White Knob Idaho Roadless Area contains 69.84 miles of motorized routes. There are 23.82 miles of system routes and 46.02 miles of unauthorized routes. Motorized restrictions were in place in most of the roadless area in the previous travel plan with 46,292 acres being open to cross-country travel.

Idaho Roadless Areas

The following table shows motorized routes by alternative in the White Knob Idaho Roadless Area. All of the routes are in lands classified as Backcountry Restoration.

Table A 95. Motorized route miles in Idaho roadless management classifications

Roadless Area Management Classification		Alternative 0	Alternative 1	2014 FSEIS Alternative
Backcountry Restoration (65,705 acres)	System Routes	23.82	14.91	16.76
	U Routes	33.97	0.00	5.70
Total Miles		57.79	14.91	22.46

Unroaded Lands: There are unroaded lands contiguous to the White Knob Roadless Area that meet the requirements for roadless areas. These lands include the corridors between existing system routes and the roadless area. Proposed unauthorized routes in these contiguous lands are being analyzed in the environmental consequences section of this report (Table A 97. White Knob motorized, unroaded, and total routes in roadless areas). A total of 7.83 miles of unauthorized routes are in these contiguous lands.

Affected Environment

The White Knob Roadless Area is located on the Lost River Ranger District. The boundary of this roadless area can be reached by several local roads, but few reach into the interior. On the east side, the boundary is approximately seven miles southwest of Mackay. The Bureau of Land Management White Knob Wilderness Study Area adjoins the southeast border of this roadless area.

This area includes the White Knob Mountain range which has elevations reaching 11,280 feet. The topography includes narrow mountain canyons with steep walls, to broad expanses of sagebrush flats at lower elevations. At higher elevations, there are cirque headwalls with vertical rock cliffs and large talus slopes, and under some of the granite peaks, there are cirque basins with small lakes and meadows. Sagebrush/grass with scattered stands of Douglas-fir and Engelmann spruce occupy the lower elevations, while vegetation occurs mostly in and around the cirque basins at higher elevations. Trees are generally subalpine fir or whitebark pine. This roadless area is located in the Rocky Mountain Forest ecosystem and the western spruce-fir forest ecosystem. The vegetation diversity of the area is good.

Natural Integrity (Natural and Undeveloped): The White Knob Roadless Area contains a total of 69.84 miles of motorized routes in the roadless area consisting of 23.82 miles of system motorized routes and 46.02 miles of unauthorized routes, and 7.83 miles of unauthorized routes are located on the lands contiguous to the area. There are several intrusions into the area from roads. Most of the intrusions are in the northern portion of the area on the east side of the White Knobs, and are not visible from the western side of the mountain range. Motorized restrictions were in place in a portion of the roadless area in the previous travel plan with 46,292 acres being open to cross-country travel.

Opportunities for Experience (Outstanding Opportunities for Solitude or Primitive and Unconfined Recreation): Opportunity for primitive recreation is fairly good and solitude is available at higher elevations. Challenging experiences include non-technical climbing and winter sports.

Special Features: There are no scenic landmarks in the area. The White Knob Mountains provide scenic beauty to this roadless area. East Fork Big Lost River runs along the western boundary and is eligible for designation into the Wild and Scenic River System.

Manageability: Although the size of the roadless area is large enough to provide good wilderness experiences, the boundaries do not follow topographical features, making administrative management difficult.

Environmental Effects

Table A 96. Direct/indirect effects comparison of alternatives

White Knob Direct/Indirect Effects		Alternative 0	Alternative 1	2014 FSEIS Alternative
Number of Routes		84	9	15
Natural/ Undeveloped	Acres Open to Motorized Cross-Country Travel	46,292	0	0
	Miles of System Routes	23.82	14.91	16.76
	Miles of U Routes	40.12	0.00	7.38
	Total Miles of Routes	63.94	14.91	24.14
	Acres of Dispersed Camping	47,033	1,647	1,237
Solitude	Acres Not Supporting Solitude	33,821	20,576	23,571
Special Features and Values	Routes Affecting Special Features East Fork Big Lost River	None	None	None
Manageability		Although the size of the roadless area is large enough to provide good wilderness experiences, the boundaries do not follow topographical features, making administrative management difficult		

Direct/Indirect Effects of Alternative 0

The level of motorized travel under Alternative 0 differs from the existing condition in this area. 23.82 miles of system routes would be open to motorized use and 40.12 miles of unauthorized routes would be available. This is 5.9 miles fewer unauthorized routes available than in the existing condition. This difference is due to the closure of the unauthorized, illegal routes. The mileage of these illegal routes is reflected in the existing conditions, but they are no longer available for motorized use. 46,292 acres would remain open to cross-country travel, potentially contributing to increased unauthorized routes in the future. Due to the rugged terrain and difficulty of cross-country travel, this potential is considered low. Boundaries would remain the same; this area is large enough to provide good wilderness experiences; however boundaries that do not follow topographic features would make administrative management difficult.

Direct/Indirect Effects of Alternative 1

Motorized travel would be allowed on14.91 miles of existing system routes. No unauthorized routes would be available for motorized use in the roadless area or areas contiguous to the roadless area. The 46,292 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain fairly high. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 1,647acres along designated routes both in the roadless area and along the boundary of the roadless area that

provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area. The potential impacts from motorized access and dispersed camping would be less than proposed in Alternative 0 because fewer miles of motorized routes would be authorized.

The opportunity for solitude would improve with closing the area to cross-country travel, and reducing the mileage of motorized routes. 20,576 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. When considering the area's large size and its location adjacent the BLMs White Knob Wilderness Study Area, there are considerable opportunities for solitude and primitive recreation.

The East Fork Big Lost River EWSR – recreational river corridor runs along the western boundary of the roadless area. There are several system routes that form the boundaries of the roadless area that are in the river corridor, there are no proposed routes in the roadless area that fall in the river corridor. The eligible segment is a "recreational" river segment where road access is compatible with the designation.

Boundaries would remain the same; this area is large enough to provide good wilderness experiences; however boundaries that do not follow topographic features would make administrative management difficult.

Direct/Indirect Effects of the 2014 FSEIS Alternative

Motorized travel would be allowed on 16.76 miles of existing system routes and 7.38 miles of unauthorized routes would be available. 46,292 acres in this roadless area would be closed to cross-country travel and lands contiguous would also be closed except in areas open for dispersed camping. Closing this area to cross-country travel helps protect the wilderness attributes from future effect from motorized travel.

The Natural Integrity would remain fairly high. Future effects would be minimized by closing the area to cross-country travel. Dispersed camping would be available on 1,237 acres along designated routes both in the roadless area and along the boundary of the roadless area that provide a 300' dispersed camping corridor that intrudes into the roadless area. All of those acres may not be suitable for dispersed camping due to the ruggedness of the area. The potential impacts from motorized access and dispersed camping is slightly more for this alternative than proposed in Alternative 1, but substantially fewer motorized routes are proposed in comparison with the Alternative 0.

The opportunity for solitude would improve with closing the area to cross-country travel, and reducing the mileage of motorized routes. 23,571 acres along the designated routes in and along the boundary of the roadless area would not support solitude in the roadless area. When considering the area's large size and its location adjacent the BLMs White Knob Wilderness Study Area, there are considerable opportunities for solitude and primitive recreation.

The East Fork Big Lost River EWSR – recreational river corridor runs along the western boundary of the roadless area. There are several system routes that form the boundaries of the roadless area that are in the river corridor, there are no proposed routes in the roadless area that fall in the river corridor. The eligible segment is a "recreational" river segment where road access is compatible with the designation.

Boundaries would remain the same; this area is large enough to provide good wilderness experiences; however boundaries that do not follow topographic features would make administrative management difficult.

Cumulative Effects Alternative 0, Alternative 1, and the 2014 FSEIS Alternative

Cumulative effects area caused by the aggregate of past, present, and reasonably foreseeable future actions combined with the effects of the proposed action and alternatives. This section describes a methodology to assess the cumulative impacts of the action alternatives on the Roadless resource including the present and future effects added to the effects that have taken place in the past.

The geographic scope for the cumulative effects assessment for roadless areas includes the entire roadless area and lands contiguous to the roadless area.

Motorized route miles indicate how much motorized travel occurs in each area. Total Route miles include all existing system and unauthorized routes that would become open system routes. Effects to the wilderness attributes were determined based on the presence of the motorized routes. Future planned additions to these existing motorized routes were considered in this cumulative effects analysis. Reasonably foreseeable projects, other than additional motorized routes, that would have an effect to the wilderness attributes were also considered.

The area has no future activities planned. Because no future activities are planned, no adverse cumulative impacts are expected to the wilderness attributes.

Motorized Route Table

Table A 97. White Knob motorized, unroaded, and total routes in roadless areas

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
Roadless Motorized Routes			
40142	0.15	0.15	0.15
40144			0.51
40210	1.24	1.24	1.24
40471	0.17	0.17	
40516	0.84	0.84	0.84
40525	1.12	1.12	0.98
40526	0.66	0.66	
40590	0.59	0.59	0.00
4069	1.98		0.08
4070	7.72	7.72	7.72
4239	2.42	2.42	
4249	1.93		
4347	5.00		5.24
Total System Routes	23.82	14.91	16.76
U042303A	0.12		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U042303B	1.01		
U042310D	1.02		
U042314A	0.52		
U042314C	0.34		
U052310A	3.01		0.65
U052311A	0.58		
U052317A	0.96		
U052317B	0.12		
U052317C	0.36		
U052333B	0.49		
U052417A	0.7		
U052418A	0.06		
U052419A	0.44		
U062424A	0.12		
U062425A	1.27		
U062426A	1.88		1.88
U062427A	0.76		
U062427B	3.06		0.93
U062434A	0.3		
U062434B	0.35		
U062435A	0.4		
U072331A			2.07
U141-19XN	0.36		
U141-19XQ	1.17		
U141-19XR	1.04		
U141-19XS	0.36		
U141-19XT	2.07		
U141-19YO	0.25		
U141-19ZS	0.77		
U141-19ZT	0.06		
U141-19ZU	0.1		
U141-19ZW	0.77		
U141-19ZX	0.05		
U141-19ZY	0.53		
U141-19ZZ	0.55		
U141-20AA	0.2		
U141-20AB	0.26		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-20AC	0.07		
U141-20AD	0.06		
U141-20AE	0.25		
U141-20AF	0.22		
U141-20AG	0.05		
U141-20AH	0.01		
U141-20AK	0.01		
U141-20AO	0.05		
U141-20AP	0.17		
U141-20AQ	0.04		
U141-20AR	0.05		
U141-20AS	0.02		
U141-20AT	0.19		
U141-20AU	0.58		
U141-20AV	0		
U141-20AW	2.53		
U141-20AY	0.16		
U141-20AZ	0.32		
U141-20KO	0.07		
U59-02A	0.36		
U60-08A	0.09		
U60-08B	0.02		
U60-08BCE	0.02		
U60-08C	0.25		
U60-08D	0.11		
U60-08E	0.09		
U60-08F	0.28		
U60-09A	1.08		
U80-8	0.41		
U-LR-F-076			0.17
Total Unauthorized Routes	33.97	0	5.7
Total Roadless Routes	57.79	14.91	22.46
Unroaded Motorized Routes			
U052311A	0.75		
U052317A	0.02		
U062310A	0.19		
U062427A	0.12		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U062427B	0.10		
U072331A			1.48
U141-19WS	0.20		
U141-19XQ	0.04		
U141-19XR	0.21		
U141-19XT	1.48		
U141-19XU	0.20		
U141-19XV	0.05		
U141-19YO	0.00		
U141-19ZD	0.09		
U141-20AU	2.37		
U59-02A	0.31		
U-LR-F-033			0.20
Unroaded Total	6.15	0.00	1.68
All Unroaded = 7.83			
Total Motorized Routes			
40142	0.15	0.15	0.15
40144			0.51
40210	1.24	1.24	1.24
40471	0.17	0.17	
40516	0.84	0.84	0.84
40525	1.12	1.12	0.98
40526	0.66	0.66	
40590	0.59	0.59	0.00
4069	1.98		0.08
4070	7.72	7.72	7.72
4239	2.42	2.42	
4249	1.93		
4347	5.00		5.24
Total System Routes	23.82	14.91	16.76
U042303A	0.12		
U042303B	1.01		
U042310D	1.02		
U042314A	0.52		
U042314C	0.34		
U052310A	3.01		0.65
U052311A	1.33		
U052317A	0.98		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U052317B	0.12		
U052317C	0.36		
U052333B	0.49		
U052417A	0.70		
U052418A	0.06		
U052419A	0.44		
U062310A	0.19		
U062424A	0.12		
U062425A	1.27		
U062426A	1.88		1.88
U062427A	0.88		
U062427B	3.16		0.93
U062434A	0.30		
U062434B	0.35		
U062435A	0.40		
U072331A			3.55
U141-19WS	0.20		
U141-19XN	0.36		
U141-19XQ	1.21		
U141-19XR	1.25		
U141-19XS	0.36		
U141-19XT	3.55		
U141-19XU	0.20		
U141-19XV	0.05		
U141-19YO	0.25		
U141-19ZD	0.09		
U141-19ZS	0.77		
U141-19ZT	0.06		
U141-19ZU	0.10		
U141-19ZW	0.77		
U141-19ZX	0.05		
U141-19ZY	0.53		
U141-19ZZ	0.55		
U141-20AA	0.20		
U141-20AB	0.26		
U141-20AC	0.07		
U141-20AD	0.06		
U141-20AE	0.25		

Routes	Alt. 0 Miles	Alt. 1 Miles	2014 FSEIS Alternative Miles
U141-20AF	0.22		
U141-20AG	0.05		
U141-20AH	0.01		
U141-20AK	0.01		
U141-20AO	0.05		
U141-20AP	0.17		
U141-20AQ	0.04		
U141-20AR	0.05		
U141-20AS	0.02		
U141-20AT	0.19		
U141-20AU	0.58		
U141-20AU	2.37		
U141-20AV	0.00		
U141-20AW	2.53		
U141-20AY	0.16		
U141-20AZ	0.32		
U141-20KO	0.07		
U59-02A	0.67		
U60-08A	0.09		
U60-08B	0.02		
U60-08BCE	0.02		
U60-08C	0.25		
U60-08D	0.11		
U60-08E	0.09		
U60-08F	0.28		
U60-09A	1.08		
U80-8	0.41		
U-LR-F-033			0.20
U-LR-F-076			0.17
Total Unauthorized Routes	40.12	0.00	7.38
Total Routes	63.94	14.91	24.14
Number of System Routes	12	9	9
Number of U Routes	72	0	6
Number Total Routes	84	9	15
Number Routes added to the system	NA	0	7

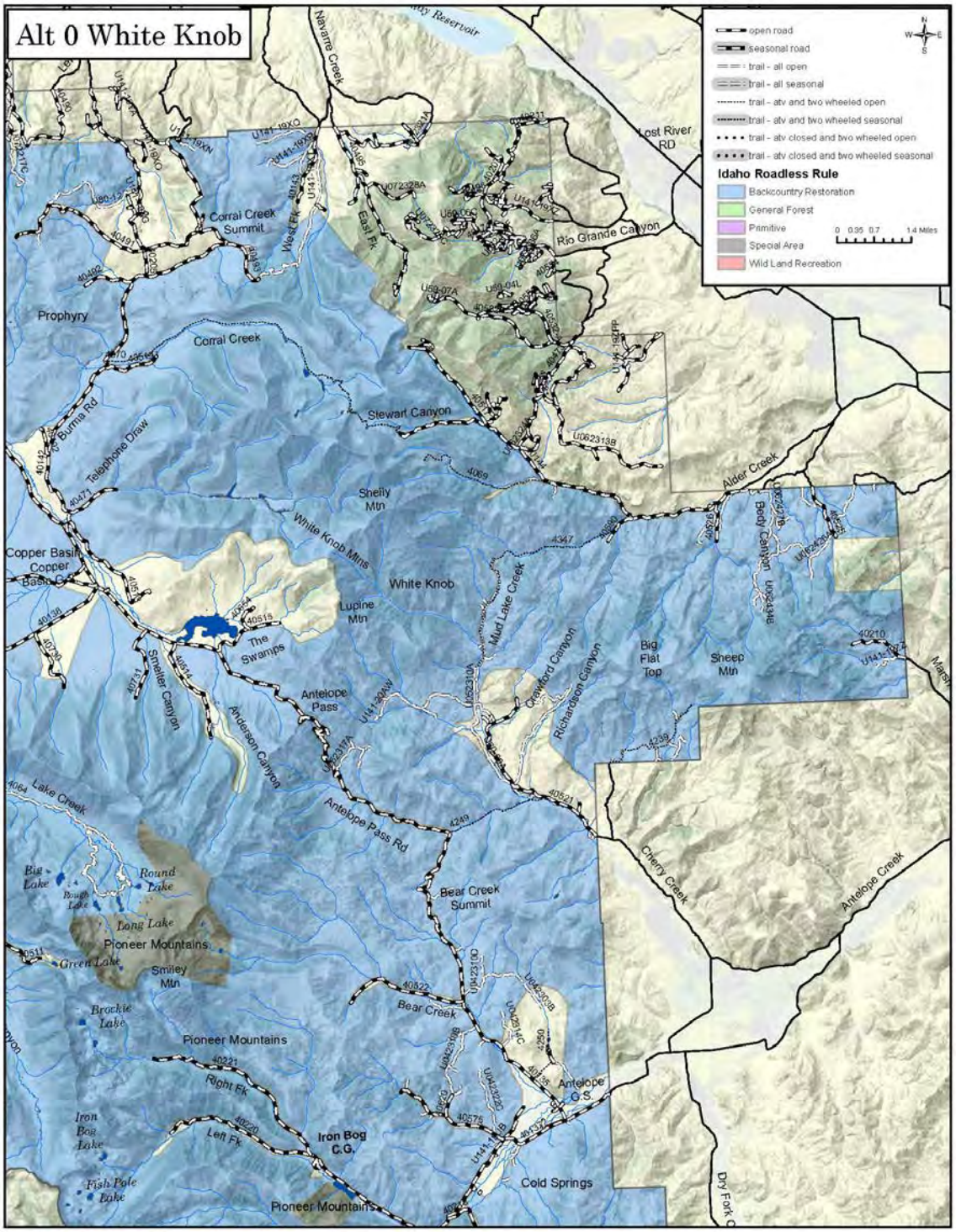

Figure A 70. White Knob Alternative 0

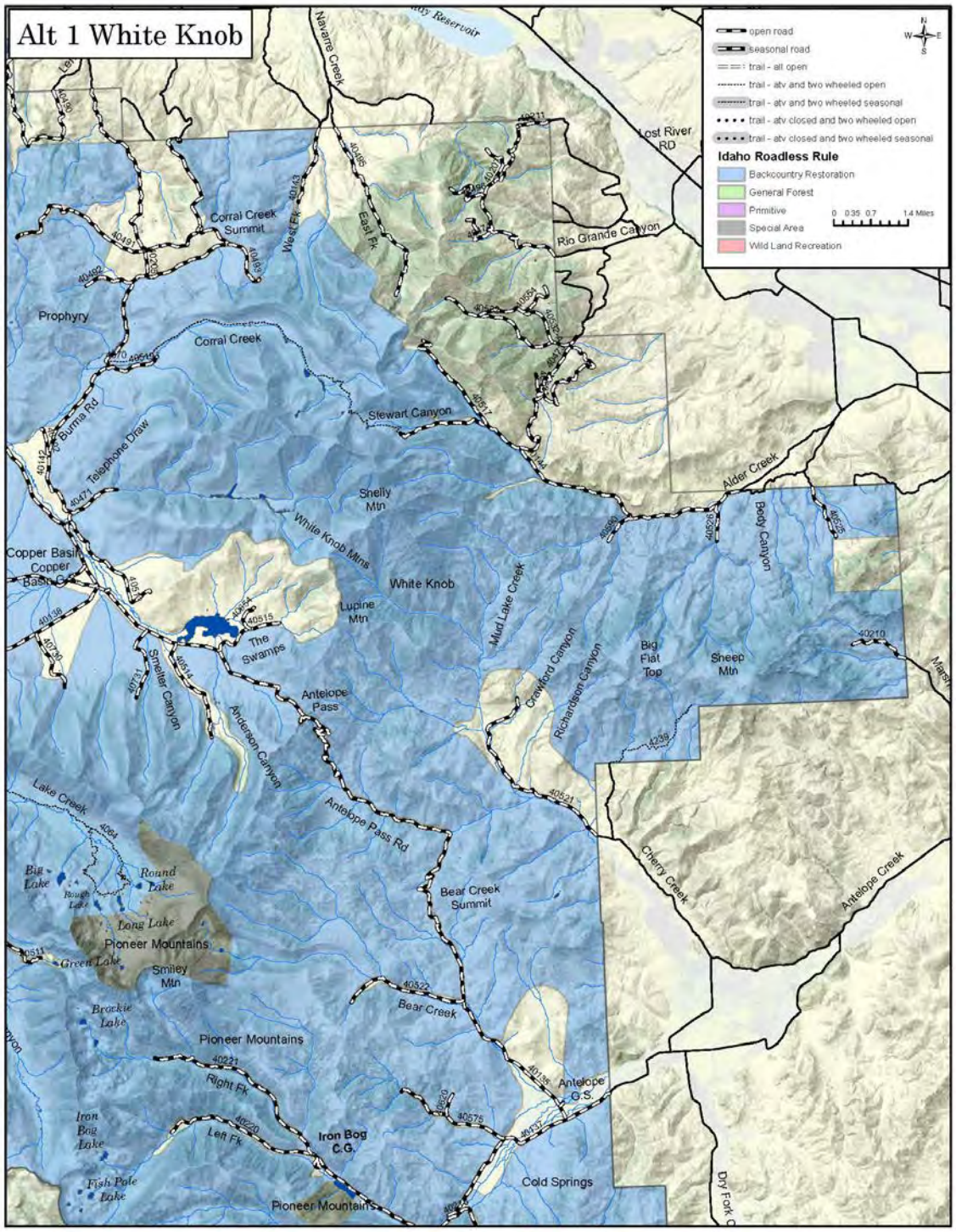

Figure A 71. White Knob Alternative 1

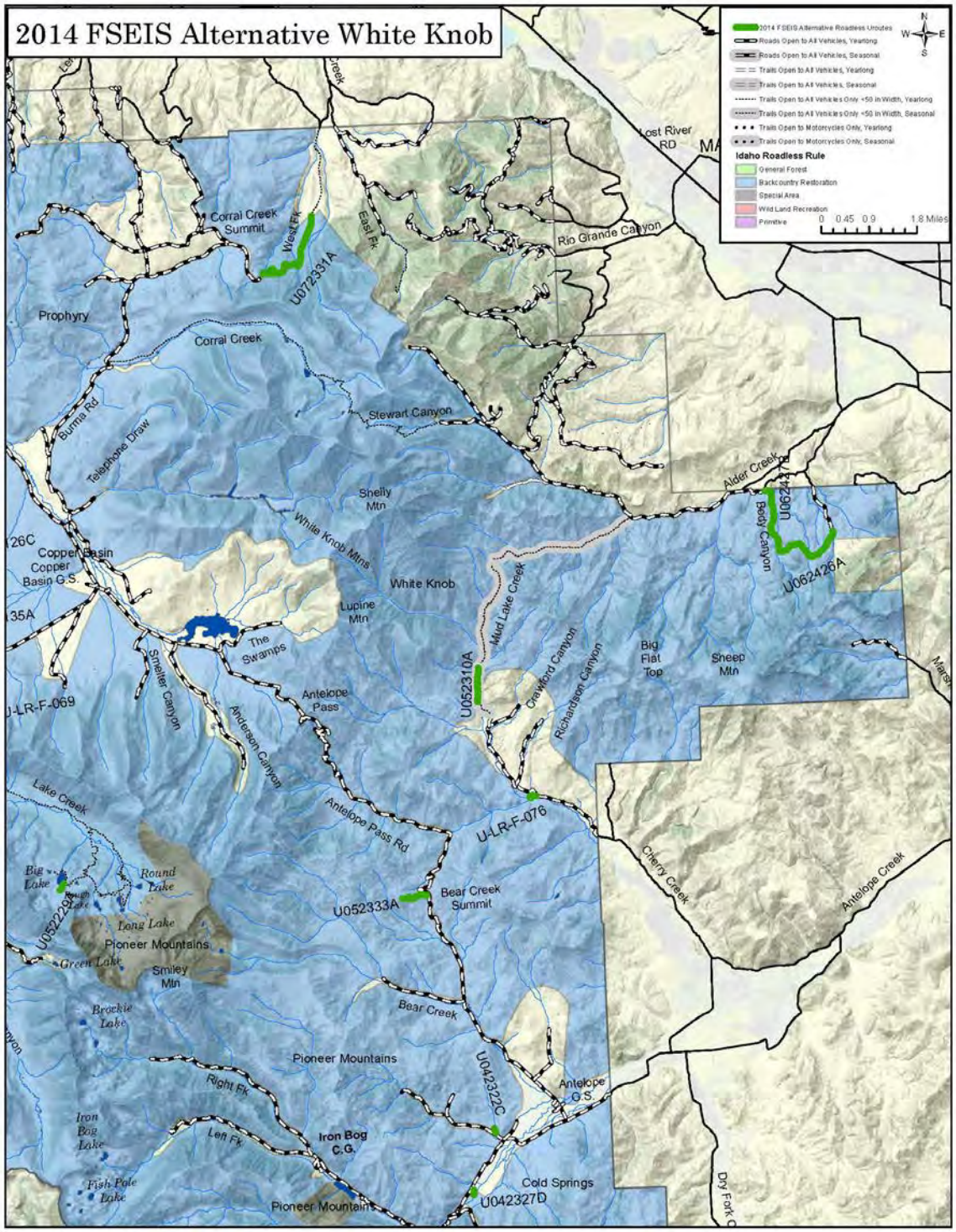

Figure A 72. White Knob 2014 FSEIS Alternative

Roadless Characteristics Summary

The project activity for the 2014 FSEIS Alternative can be found in Table A 97 and Figure A 72.

Table A 98. White Knob roadless characteristics worksheet

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
Soil, water and Air resources	Yes	Improving	The Forest minimized damage to soil and watershed by complying with Forest Plan (FP) direction and management area standards for protecting or improving soil productivity and water quality. All previously unauthorized routes have low to moderate erosion potential except U072331A which has moderate to very high erosion potential. Motorized route density, which includes both roads and motor vehicle trails, is low. Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed. The Preferred Alternative reduces route density and the number of number of routes within 300 feet of water quality limited streams when compared to other alternatives. No impacts occurring to water quantity and quality where diverted downstream for private land agriculture irrigation systems. Cherry Creek is a water quality impaired stream because of flow alteration and sediment (not pollutants) which is generally caused by road location and irrigation practices (outside of roadless and private lands beyond Forest Service boundary.
Sources of public drinking water	No	Stable or None	No municipal/public drinking water systems or sources in area. No impact
Diversity of plant and animal communities	Yes	Improving	The vegetation diversity of this roadless area provides habitat for elk, mule deer, and pronghorn antelope. Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. There is good potential to increase elk and mule deer population. Route density in the Preferred Alternative was reduced compared to the No Action Alternative. This is expected to reduce, and therefore minimize, harassment of wildlife and significant disruption of wildlife habitats caused by motor vehicle use.
Habitat for TES and species dependent on large undisturbed areas of land	No	Stable	The area is within the range of the Canada lynx, a threatened species. Region 4 sensitive species include gray wolf, bighorn, fisher, pygmy rabbit, bald eagle, peregrine falcon, three-toed woodpecker, sage grouse, and habitat for wolverines, Townsend big-eared bat, and spotted frogs. Whitebark pine, a sensitive plant species, occurs in this roadless area. TES species are unimpacted by routes analyzed.
Primitive and semi-primitive classes of recreation	No	Stable or None	Most routes located near perimeters of roadless area. They are primarily connectors for routes on adjacent BLM administered lands and/or provide a loop opportunity and hunting access in an area that has few motor vehicle routes. This is consistent with the area emphasis for dispersed recreation. Westside core of roadless areas unimpacted.

Roadless Characteristics	Is there an effect?	Improving, stable or degrading?	Describe the actual effect
			Opportunity for primitive recreation remains fairly good and solitude is available at higher elevations.
Reference landscapes for research study or interpretation	No	Stable or None	No Impact
Landscape character and integrity	No	Stable or None	There are several intrusions into the area from roads. Most of the intrusions are in the northern portion of the area on the east side of the White Knobs, and are not visible from the western side of the mountain range. There are no scenic landmarks within the area. The White Knob Mountains provide scenic beauty to this roadless area
Traditional cultural properties and sacred sites	No	Stable or None	There is also some potential for the existence of prehistoric hunting camps. Past mining activity in parts of this roadless area may have historic significance. No impacts to these historic resources are anticipated from routes analyzed.
Other locally unique characteristics	No	Stable or None	No Impact

Irreversible and Irretrievable Commitments for Wilderness Analyzed

The 2014 FSEIS Alternative does not cause any irreversible or irretrievable commitments to future wilderness recommendations. Those roadless areas that were predicted to not be precluded from further consideration for wilderness during the next planning revision are still available for future wilderness recommendations.

Appendix B: Minimization Criteria Analysis

Challis National Forest Management Plan

Management Area #1, Frank Church-River of No Return Wilderness

The Challis National Forest Plan describes a desired future condition for this management area as:

Wilderness will remain unchanged and undeveloped.

The plan goes on to define a Management Prescription that:

The United States Congress recognized that the Frank Church – River of No Return Wilderness is contained within parts of several national forests, all of which are developing land and resource management plans in compliance with Section 6 of the national Forest Management Act of 1976 (Public Law 94-588). The Central Idaho Wilderness Act directs that the comprehensive management plan for the FC-RONR Wilderness be coordinated with these Forest Plans. This wilderness plan was completed and approved on March 11, 1985 and is hereby incorporated as part of this Forest Plan. The FC-RONR Management plan provides the basic direction toward preserving the quality and integrity of the Frank Church – River of No Return Wilderness.

The Falconberry Guard Station is needed on an intermittent basis to meet wilderness management objectives and for administrative use. Due to an oversight, the Falconberry helispot was not included as an approved air access to the wilderness in the Wilderness Management Plan. The operation and maintenance of this helispot meets the requirements of safety and serviceability with minimum impacts on the wilderness resource. The Wilderness Plan will be corrected to include the Falconberry helispot.

Specific Plan direction includes:

1. Provide a broad range of opportunities for primitive recreation in a manner that protects and preserves the Wilderness.
2. Provide habitat conducive to maintaining the natural distribution and abundance of native species of wildlife and fish by allowing only natural processes to shape habitat and affect interactions among species.
3. Provide for continued livestock grazing were established prior to designation of Wilderness, as directed by the Wilderness Act and subsequent Forest Service management direction.
4. Preserve water bodies and stream courses in their natural state, and ensure that soil formation, alteration, and erosion occur at a rate not noticeably affected by human activity.

No motor vehicle trails were designated in Management Area 1 in the 2009 ROD Alternative or the 2014 FSEIS Alternative therefore, minimization criteria described in 36 CFR212.55 (b) do not apply.

Management Area #2, Seafoam

The Challis National Forest Plan describes a desired future condition for this management area as:

The character of the land will remain essentially unchanged. Man's activities will be noticeable, primarily through mining activities. The area will provide a wide variety of outdoor recreation opportunities…

The Plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities, minerals activities and maintenance of water quality…

Specific Plan direction includes:

1. Provide dispersed recreation opportunities with emphasis on access to the Wilderness.
2. Manage wildlife habitat to maintain current habitat capability of MIS.
3. Emphasize management of gray wolf where appropriate.
4. Maintain or improve anadromous fish habitat.
5. Manage the most productive and accessible areas for timber production.
6. Maintain or improve water quality and soil productivity.

The Seafoam Management Area is an exclusive area surrounded by wilderness in the southwest corner of the Frank Church—River of No Return Wilderness. It is completely surrounded by lands administered by the Challis National Forest. Access is provided by Highway 21 and the Forest Service system road over Vanity Summit.

No motorized vehicle trails exist in this management area, therefore, minimization criteria described in 36 CFR212.55 (b) do not apply.

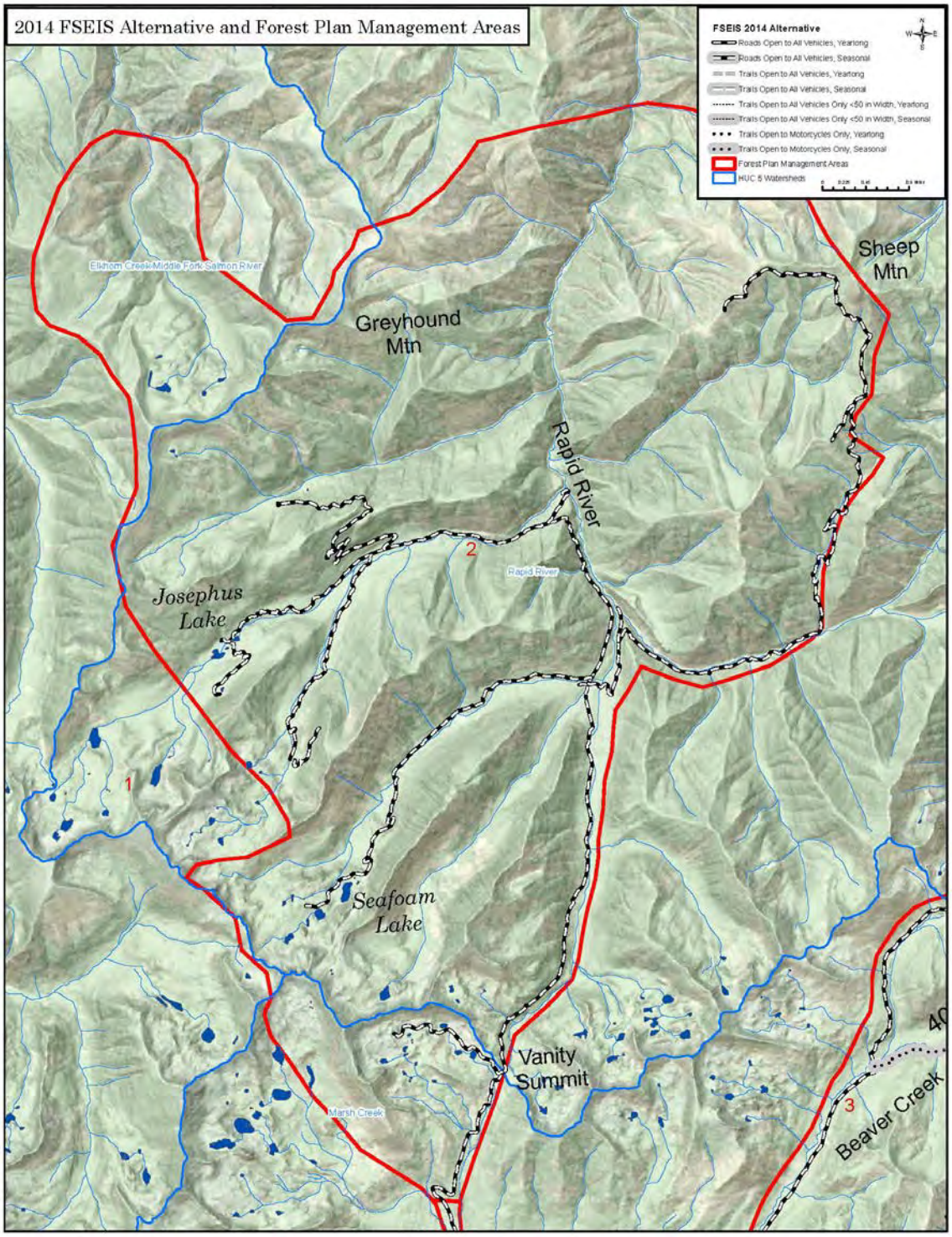

Figure B 1. Management Area #2, Seafoam

Management Area #3, Marsh Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

The character of the land will remain essentially unchanged. Large areas will remain undeveloped. Improvements in timber stands, wildlife, anadromous fisheries, water quality, and grazing conditions are desired.…

The Plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities and enhancement of anadromous fish habitat.…

Specific Plan direction includes:

1. Provide for a wide variety of outdoor recreation; emphasize dispersed recreation generally; maintain existing developed sites at reduced service level.
2. Manage wildlife habitat to maintain current habitat capability of MIS elk and mule deer. Emphasize management of threatened and endangered species where appropriate.
3. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
4. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 3, the Responsible Official considered the management plan direction described above, as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Management Area 3 is located west of the town of Stanley. It forms common boundaries with the Boise National Forest, Sawtooth National Forest and the Frank Church River of No Return Wilderness. Access is provided by various Forest roads originating from Highway 21 which bisects the unit.

A system of 24 19 designated trails was included in the 2009 ROD Alternative[1] and is carried forward into the 2014 FSEIS Alternative for this management area. Of these trails, twelve were previously unauthorized routes (identified by the letter "U" in the Table B 1) and were analyzed in detail and included in the final design of the designated trail system. Table B 1 lists the designated system of trails within this management area.

[1] The ROD Alternative includes the roads, trails, areas, mitigation measures and project design features described in the 2009 Record of Decision; it is identified as the Selected Alternative in the 2009 ROD. The term ROD Alternative is used in this document rather than the term Selected Alternative to avoid any inference that a final decision has been made. A decision different than the one described in the 2009 is expected following this supplemental analysis. Alternative 5 (also called The 2009 Preferred Alternative in the 2009 FEIS) is slightly different than the ROD Alternative (Selected Alternative) because some minor modifications were made between the FEIS and issuance of the 2009 ROD. These are explained in Appendix A of the 2009 ROD pp. 28-30, AR047098-047100.)

Table B 1. System of designated motor vehicle trails (2009 ROD Alternative), management area 3

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4024 Iron Creek-Lola Creek	Trail 2WL	Middle Fork	Marsh Creek	9.34
4026 Swamp Creek	Trail 2WL	Middle Fork	Marsh Creek	4.54
4026 Swamp Creek	Trail 2WL	Middle Fork	Valley Creek	0.01
4032 Hay Creek-Knapp Creek	Trail - ATV and two wheeled seasonal	Middle Fork	Marsh Creek	5.53
4032 Hay Creek-Knapp Creek	Trail 2WL	Middle Fork	Marsh Creek	3.64
4032 Hay Creek-Knapp Creek	Trail 2WL	Middle Fork	Yankee Fork	0.01
4033 Beaver Creek-Trail Creek	Trail - ATV closed and two wheeled seasonal	Middle Fork	Marsh Creek	2.01
4034 Knapp Creek Cutoff	Trail - ATV and two wheeled seasonal	Middle Fork	Marsh Creek	1.35
4035.03 Winnemucca Creek	Trail - ATV closed and two wheeled seasonal	Middle Fork	Marsh Creek	5.46
4039 Valley Creek	Trail - ATV and two wheeled open	Middle Fork	Marsh Creek	0.03
4039 Valley Creek	Trail - ATV and two wheeled open	Middle Fork	Valley Creek	0.03
U121102E	Trail - OHV	Middle Fork	Marsh Creek	1.17
U121024F	Trail - OHV	Middle Fork	Marsh Creek	0.17
U121024E	Trail - OHV	Middle Fork	Marsh Creek	0.12
U121103A	Trail - OHV	Middle Fork	Marsh Creek	0.12
U131125B	Trail - OHV	Middle Fork	Marsh Creek	0.20
U131125C	Trail - OHV	Middle Fork	Marsh Creek	0.46
U131125D	Trail - OHV	Middle Fork	Marsh Creek	0.13
U131230A	Trail - OHV	Middle Fork	Marsh Creek	0.16
U131219B	Trail - OHV	Middle Fork	Marsh Creek	0.09
U131219C	Trail - OHV	Middle Fork	Marsh Creek	0.12
U131125A	Trail - OHV	Middle Fork	Marsh Creek	0.13
U131230B	Trail - OHV	Middle Fork	Marsh Creek	0.05

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Under the 1994 Challis Travel Plan this geographic area was an "A" area meaning: "Area A was generally open to all motorized vehicles but some restrictions applied; operators were responsible for resource damage; and the use of existing roads and trails was encouraged. The purpose for the restrictions/opportunities was to maintain or improve soil resources and/or prevent adverse soil erosion; maintain or improve desirable plant condition; preserve unique Forest elements such as cultural, geologic, scenic, and/or ecologic features. Resource damage would be cited under current CFRS."

The 2001 Court Order found evidence of immediate harm on Trail 4024 (Iron Creek-Lola Creek Trail) and closed it to continued motor vehicle use under current circumstances, while the ROD is revised.

Previously unauthorized routes within this management area are located on soils with very low erosion potential with the exception of U121102E and U121103A which are rated as having medium soil erosion potential.

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. Table B 2 displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 2. Motor vehicle route density in miles per square mile, management area 3

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Bear Valley	0.2	0.2	0.2	0.2	0.2
Marsh Creek	1.1	0.8	0.7	0.9	0.8
Yankee Fork	0.7	0.7	0.6	0.8	0.7

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in all HUC's. Route densities are maintained or reduced when compared to the No Action Alternative in all 5th field hydrologic units within the management area.

Table B3 below shows that some designations in the 2009 ROD Alternative changed the vehicle type or season of use compared to the No Action alternative to lessen impacts. Trails that were once used by OHV are now designated for motorcycle use, and some trails that were once open yearlong are now open from May 22nd to September 30th. Also, in response to public comments received on the 2013 DSEIS, and because trails 4032 (5.53 miles), 4033, 4034 and 4035.03 are impacted by early season and late season use, the responsible official chooses to apply a seasonal open period of July 1 to September to minimize impacts to soil and water resources.

The Forest has completed repair and maintenance work to remedy harm on Trail 4024 [Iron Lola Creek Trail (aka Bench Creek)] that was closed by the injunction. Maintenance to prevent rutting

and unauthorized motorized use was completed in 2011. Dip drains were installed to keep water off of the trail and prevent rutting and small sections were rerouted to provide better trail tread. Additional trail maintenance completed in 2012 included narrowing the trail with boulders and logs to stop illegal motorized use on the first half-mile section.

Table B 3. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative, management area 3

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
4024 Iron Creek-Lola Creek	OHV1	2WL1	same
4026 Swamp Creek	OHV1	2WL1	same
4032 Hay Creek-Knapp Creek	OHV1(3.65 miles)	2WL1	same
4032 Hay Creek-Knapp Creek	ATV1(5.53 miles)	ATVD	same
4033 Beaver Creek-Trail Creek	OHV1	2WLD	ATVB
4034 Knapp Creek Cutoff	OHV1	ATVD	ATVB
4035.03 Winnemucca Creek	OHV1	2WLD	2WLB
4039 Valley Creek	ATV1	ATV1	same
U121102E	OHV1	OHV1	same
U121024F	OHV1	OHV1	same
U121024E	OHV1	OHV1	same
U121103A	OHV1	OHV1	same
U131125B	N/A	OHV1	same
U131125C	N/A	OHV1	same
U131125D	N/A	OHV1	same
U131230A	N/A	OHV1	same
U131219B	N/A	OHV1	same
U131219C	N/A	OHV1	same
U131125A	N/A	OHV1	same
U131230B	N/A	OHV1	same

Trail 4026 (Swamp Creek Trail) was named in the injunction but was not closed during this supplemental analysis. Maintenance was completed in 2011 to address drainage issues, tread conditions, stream crossings, and unauthorized use. Nineteen grade and rolling dips were constructed to direct seasonal runoff away from the trail tread and approximately 19 shallow stream fords were constructed to reduce the impact of motor vehicle traffic. Additionally, 815 feet of trail was rerouted away from boggy areas and 135 feet of trail was decommissioned. Maintenance included: removing rocks and roots that were causing users to braid around obstacles, and placement of obstacles in one of two tracks to discourage illegal ATV use to allow for restoration.

The Court found evidence of harm on Trail 4032 (Hay Creek-Knapp Creek Trail) but did not close the trail to motor vehicle use while a revised ROD is prepared to serve the public interest. In 2011 maintenance was completed on 2.9 miles to address wet areas, tread conditions, and stream crossings. Multiple turnpikes (130 feet) were built through boggy areas. The trail tread was elevated over wet sections by the construction of external walls made of either timber or stone. The structure was filled with rock then crushed with sledgehammers to form a hardened surface. The rock surface was then covered with 12" to 16" of soil; 27 water bars were constructed on the trail and stream crossings were armored with check-steps where needed. The trail met Forest Service standards for maintenance but was burned over by the Halstead Fire in 2012. Effects of the fire will be monitored and impacts addressed in future maintenance.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), and are incorporated in the 2009 ROD Alternative and the 2014 FSEIS Alternative and include the following:

- Necessary protection measures would be enacted so that unacceptable impacts to sensitive plant populations either would not occur or would be mitigated.
- Treat identified noxious weed sites as appropriate.
- Limited motor vehicle use for dispersed camping would be allowed to access dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of either side of most designated system roads and 100 feet on either side of most designated motorized trails where slope, topography, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond, or lake to provide stream bank and water quality protection.

The Challis Forest Plan desired future condition for sensitive plants is: "Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36).

An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and is the same for the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the SCNF (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

The Forest minimized harassment and significant disruption of wildlife habitats by designing a system of motor vehicle trails that meets the purpose and need for action while increasing secure habitat for wildlife. Route density was used as a measure of secure habitat.

Table B4 below displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 3. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives maintain or increase habitat security in all hydrologic units when compared to the existing condition and maintains or increases habitat security in all hydrologic units when compared to the No Action Alternative (Alternative 0). Alternative 3 increases secure habitat the most in Marsh Creek and Yankee Fork when compared to the No Action Alternative; although Alternative 3 did not resolve some of the conflicts for motor vehicle type designation.

Table B 4. Comparison of acres and percent habitat security by 2009 Alternatives, management area 3

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Bear Valley	10,771	23 [0]	23 [0]	29 [0]	34 [0]	28 [0]	32 [0]
Marsh Creek	93,982	483 [1]	483 [1]	25,679 [27]	31,004 [33]	20,116 [21]	22,867 [24]
Yankee Fork	121,590	54,006 [44]	57,555 [47]	58,388 [48]	68,030 [56]	53,332 [44]	59,379 [49]

The 2009 Preferred Alternative and the 2014 FSEIS Alternative were designed to meet the purpose and need while minimizing harassment of wildlife and significant disruptions of wildlife habitats. It blends components from action alternatives analyzed in the 2009 DEIS and incorporates new features to address public comments received during the 2009 legal comment period and again in the 2013 comment period.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Most comments on trails within this management area centered on desired trail designation and loop opportunities. Table B 5 displays a sampling of comments. The Forest received public comments concerning trails 4032, 4033, 4034, and 4035.03 during the 2013 comment period (Aug. 10, 2013- Nov. 1, 2013; comment period extended because of the government shutdown from Oct. 1- Oct.17, 2013.) Public comments and Forest Service responses are included in Appendix F of this document.

The Responsible Official considered opposing views for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this Management Area. As displayed in the table above, many trails that had been used by OHV's were designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails and restore routes to the motor vehicle class for which they were originally constructed.

Conflicts between existing motor vehicle use and proposed recreational uses of trails within the management are were resolved by implementing the 2009 Preferred Alternative (Alternative. 5) which offers a variety of designations without compromising soil, water, vegetation or wildlife protection. However, in response to public comments received on the 2013 DSEIS, and because trails 4032 (5.53 miles), 4033, 4034 and 4035.03 are impacted by early season and late season

use, the responsible official chooses to apply a seasonal open period of July 1 to September to further minimize impacts to soil and water resources.

Table B 5. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 3

Trail Number and Name	Letter #	Comment
4024 Iron Creek-Lola Creek 4033 Beaver Creek-Trail Creek 4034 Knapp Creek Cutoff	732, 777, 1040	All roads and trails shown as open to motorized should remain that way . . . in addition please change 4024, 4033, 405.03, 4034 from Motorcycle to ATV (all terrain vehicle). This would increase loop opportunities . . .
4024 Iron Creek-Lola Creek	910	Trail #4024 is designated for two-wheeled motorized use along its entire length in Alternative 2. The current travel plan designates the section of trail between Road #40083 and the District boundary as closed to motorized use. This section of trail passes through some wet meadows. In order to protect the trail tread, this section of Trail #4024 should be seasonally open to motorcycle use from July 1st through September 30th. Keeping this trail seasonally open creates a great single track trail looping opportunity for motorcyclists.
4026 Swamp Creek	783	……. Swamp Creek, (4026)…… should all be Multi-Use trails. ATVs (all-terrain vehicles) should not be allowed up Swamp Creek because this does not go anywhere and they just keep pushing up the other trails.
4032 Hay Creek-Knapp Creek	497	The proposed action designates the Trail #4032 for ATV (all-terrain vehicles) use along its entire length. The only section of trail that was constructed specifically for ATV use starts at Knapp Creek and ends at the Valley Creek Trail #4039. We encourage the ID Team to designate this section of trail for ATV use. The remaining sections of this trail on the Middle Fork and Challis-Yankee Fork Ranger District should be designated for motorcycle use.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 3 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1).

Additionally, conflicts among different classes of motor vehicle users are reduced and user safety would be enhanced through clear definition of the existing and newly designated travel routes. Conflicts tend to decrease when visitors know what type of vehicle is allowed (2009 FEIS p. 3-7, AR046388).

Table B 6. Comparison of motor vehicle trail vehicle class and season of use by 2009 Alternative and the 2014 FSEIS Alternative for motor vehicle trails within management area 3

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
4024 Iron Creek-Lola Creek	Alt. 0: OHV1 Alt. 4: ATV1 Alt. 5: 2WL1	2WL1	Same
4026 Swamp Creek	Alt. 0: OHV1 Alt. 1 and 5: 2WL1 Alt. 3 and 4: 2WL5	2WL1	Same
4032 Hay Creek-Knapp Creek	Alt. 0 (3.65 mi.): OHV1 Alt. 1 (3.65 mi.): 2WL1 Alt. 3 (9.18 mi.): 2WL1 Alt. 5 (4.87 mi.): 2WL1	2WL1 (4.87 mi.)	Same
4032 Hay Creek-Knapp Creek	Alt. 0 and 1: (5.53 mi.): ATV1 Alt. 4 (9.18 mi.): ATV1 Alt. 5 (5.53 mi.): ATVD	ATVD (5.53 mi.)	ATVB (5.53 Miles)
4033 Beaver Creek-Trail Creek	Alt. 0: OHV1 Alt. 1: 2WL1 Alt. 4: ATV1 Alt. 5: 2WLD	2WLD	2wlb
4034 Knapp Creek Cutoff	Alt. 0: OHV1 Alt. 1 and 3: 2WL1 Atl. 4: ATV1 Alt. 5: ATVD	ATVD	Atvb
4035.03 Winnemucca Creek	Alt. 0: OHV1 Alt. 1,3, 4, 5: 2WL1	2WLD	Same
4039 Valley Creek	Alt. 0: OHV1 Alt. 1: 2WL1 Alt. 4: ATV1 Alt. 5: 2WLD	ATV1	Same
U121102E	Alt. 0, 4 and 5: OHV1	OHV1	Same
U121024F	Alt. 0 and 5: OHV1	OHV1	Same
U121024E	Alt. 0 and 5: OHV1		Same
U121103A	Alt. 0 and 5: OHV1	OHV1	Same
U131125B	Alt. 5: OHV1	OHV1	Same
U131125C	Alt. 5: OHV1	OHV1	Same
U131125D	Alt. 5: OHV1	OHV1	Same
U131230A	Alt. 5: OHV1	OHV1	Same
U131219B	Alt. 5: OHV1	OHV1	Same
U131219C	Alt. 5: OHV1	OHV1	Same
U131125A	Alt. 5: OHV1	OHV1	Same
U131230B	Alt. 5: OHV1	OHV1	Same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the 2014 FSEIS Alternative best meets the purpose and need because it is most responsive to opposing public views for motorized and non-motorized trail uses. The Forest has maintained and repaired Trails 4024, 4026, and 4032 to remedy harm and minimize impacts to soil, water and vegetation. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area and provides seasonal open periods that protect calving and fawning habitat. Seasonal changes that occurred within the 2014 FSEIS Alternative responds to public comments and further minimizes impacts to soil and water resources. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system.

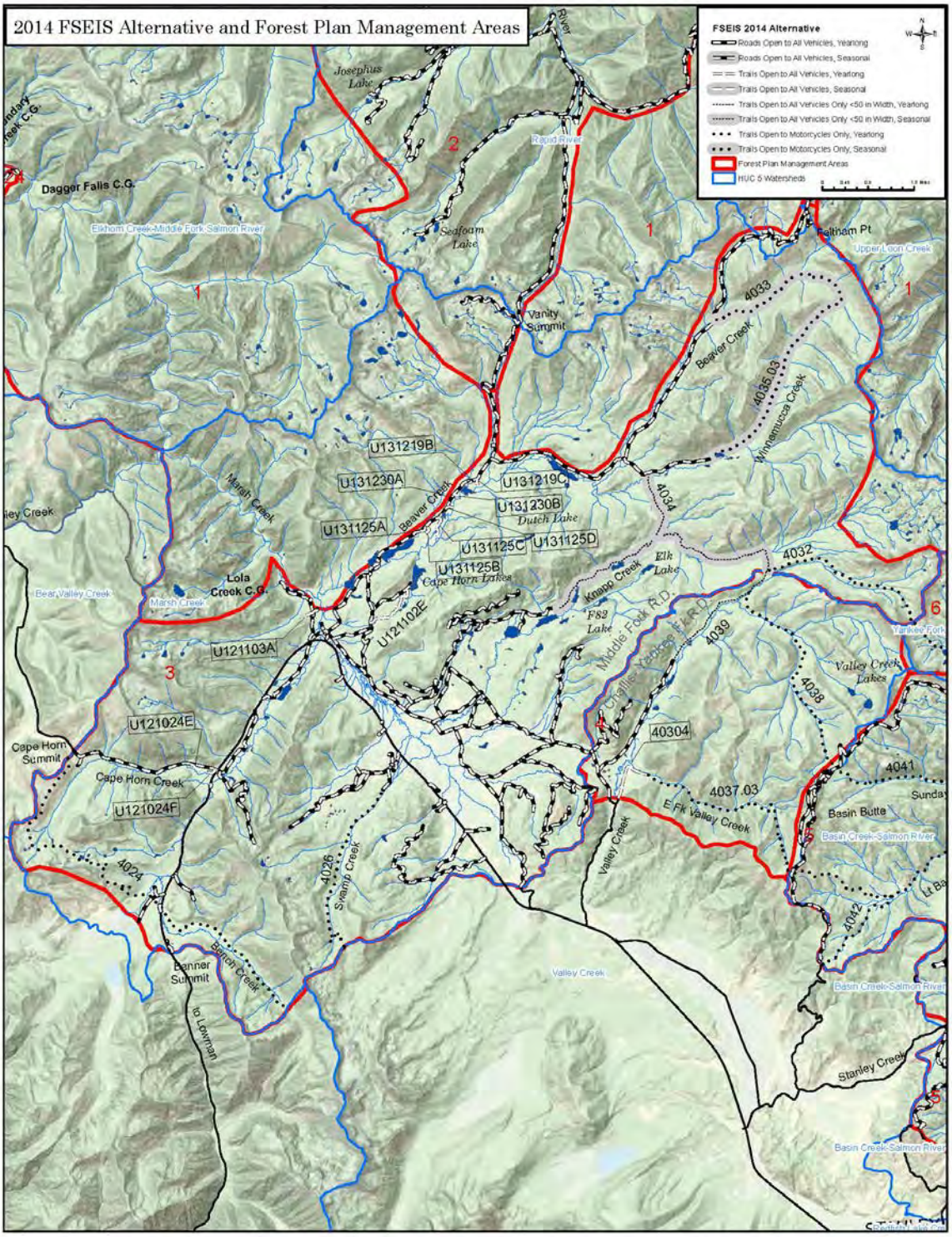

Figure B 2. Management Area #3, Marsh Creek

Management Area #4, Valley Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will remain essentially undeveloped. Range condition is expected to improve. Basic work will be started, to improve the water quality by reducing fine sediment production. This in turn should improve fish habitat.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities and enhancement of anadromous fish habitat.

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Manage wildlife habitat to maintain current habitat for elk and mule deer. Emphasize management of threated and endangered species where appropriate. Manage for enhancement or improvement of habitat conditions for anadromous fish.
3. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
4. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 4, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses. The Valley Creek Management Area is approximately 10 miles northwest of Stanley, Idaho.

A system of four designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. No previously unauthorized routes were designated as part of the system of trails within this management area. The designated system of trails within this management area is summarized below in the table below.

Table B 7. System of designated motor vehicle trails (2009 ROD Alternative), management area 4

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40304 East Fork Valley Creek	Trail - OHV	Challis-Yankee Fork	Valley Creek	1.09
4037.03 East Fork Valley	Trail 2WL	Challis-Yankee Fork	Valley Creek	4.49
4038 Basin Butte-Prospect Creek	Trail 2WL	Challis-Yankee Fork	Valley Creek	4.43
4039 Valley Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Valley Creek	2.68

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit code (HUC), also known as a watershed. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for the Valley Creek 5th field hydrologic unit and each alternative.

Table B 8. Motor vehicle route density in miles per square mile, management area 4

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Valley Creek	1.1	1.0	0.7	1.0	1.0

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Valley Creek HUC Route densities are reduced when compared to the No Action Alternative., Although Alternative 3 would have reduced route density the most of all action alternatives, the responsible official chose to maintain the level of motor vehicle trail opportunities within this very popular recreation area. Stanley, Idaho and surrounding areas of the Forest are used extensively for camping, trail riding and other forms of dispersed recreation.

The 2009 Preferred Alternative and the 2014 FSEIS Alternative also maintains or reduces the number of routes within 300 feet of water quality impaired streams in the Valley Creek 5th field hydrologic unit in this Management Area when compared to the No Action Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417). Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water and helps achieve Forest Plan direction to manage for enhancement or improvement of habitat conditions for anadromous fish and improve water quality.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11,

AR046334-046336), have been incorporated into the 2009 ROD Alternative and the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and is the same for the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest plan direction specific to Management Area 4 is to “Manage wildlife habitat to maintain current habitat of elk and mule deer. Emphasize management of threatened and endangered species where appropriate”. Additional direction states “Maintain quality and values of wet meadows, calving, rutting, and security areas for elk”.

Management Area 4 is within Idaho Fish and Game Management Unit 36. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended “We would like travel off designated routes for game retrieval to be prohibited. This will facilitate effective enforcement.” The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 4 was generally open to all motorized vehicles but some restrictions may have been applied. The 2009 ROD Alternative (Alternative 5) and the 2014 FSEIS Alternative does not allow the retrieval of game off of designated routes (AR047075).

No user-created trails were designated when designing a system of motor vehicle trails for Management Area 4. Both trails that used to be roads and previously designated (system) trails were included in this design.

Numerous comments were received from individuals, private businesses and, environmental organizations, the Idaho Department of Fish and Game and the Idaho Department of Parks and Recreation regarding the designation of trails within this management area. Comments focused on the desire for 2-wheel and ATV motor vehicle trails and closure of trail segments to motorized and bicycle use.

Table B9 compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative. No unauthorized trails were added to the system.

Table B 9. Comparison of vehicle class designations for the No Action and 2009 ROD Alternatives, and the 2014 FSEIS Alternative management area 4

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40304 East Fork Valley Creek	Trail - OHV	OHV open year round	Same
4037.03 East Fork Valley	Trail 2WL	Open to two-wheeled vehicles only year round	Same
4038 Basin Butte-Prospect Creek	Trail 2WL	Open to two-wheeled vehicles only year round	Same
4039 Valley Creek	Trail - ATV and two wheeled open	Open to two-wheeled vehicles only year round	Same

Table B10 displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 4. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 10. Comparison of acres and percent habitat security by 2009 Alternatives, management area 4

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Valley Creek	15,339	9 [0]	9 [0]	5,540 [36]	6,504 [42]	5,492 [36]	5,540 [36]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS alternative have the same acres and habitat security values. Both alternatives increase habitat security and protection during critical life stages in the hydrologic unit for Management Area 4 when compared to the No Action Alternative (Alternative 0) because the area was generally open to all motor vehicles before implementation of the 2009 Travel Plan.

It should be noted though that the Valley Creek 5th field HUC is largely within the Frank Church-River of No Return Wilderness Area. As a result, the number of acres of security habitat may not accurately reflect the acres within the wilderness; rather the acres reflect the acres of security habitat within motorized corridors (AR041993-041996).

The system of motor vehicle trails within this management area increases habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Most comments on trails within this management area centered on ATV, multi-use and foot-traffic. The following table displays a sampling of comments:

Table B 11. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 4

Trail Number and Name	Letter #	Comment
40304 East Fork Valley Creek	924	The Valley Creek Road 304 should be opened to full-size vehicles so that power line crews, fire crews, fire wood cutters and others, have access to the two miles to the Valley Creek trailhead. The two miles of road is in excellent condition, it's just the bridge that's not.
4037.03 East Fork Valley	1040	. . . insure that 4323, 4037.03, and 4032 are ATV (all-terrain vehicle) on the final map . . . to complete loop opportunities.
4038 Basin Butte-Prospect Creek	910	….Valley Creek, Knapp Creek should be multi use and ATV. East Fork Valley, Prospect Creek, Sunday Creek, Little Basin, Basin Cork, Hay Creek, Deadwood, West Fork Yankee should be Multi-use trails.
4039 Valley Creek	783	….Valley Creek, Knapp Creek should be multi use and ATV. East Fork Valley, Prospect Creek, Sunday Creek, Little Basin, Basin Cork, Hay Creek, Deadwood, West Fork Yankee should be Multi-use trails.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this management area. As displayed in the table above, many trails that had been used by ATVs were designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails and restore routes to the motor vehicle class for which they were originally constructed. Seasonal restrictions were maintained (FEIS Appendix H p. H-2).

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails open to motor vehicle use within Management Area 4 by class of vehicle and, if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. Table B12 shows the trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS and the 2014 FSEIS Alternative. If an alternative is not listed for a given trail it was either not considered under that alternative or not designated as a trail prior to this NEPA action.

Within Management Area 4, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified.

Table B 12. Comparison of motor vehicle trail vehicle class and season of use by the 2009 alternatives, and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 4

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40304 East Fork Valley Creek	Alt. 0: ATV1 Alt. 1: ATV1 Alt. 3, 4 and 5: OHV1	2WL1	Same
4037.03 East Fork Valley	Alt. 0: OHV1 Alt. 1,3 and 5: 2WL1 Alt. 4: ATV1	2WL1	Same
4038 Basin Butte-Prospect Creek	Alt. 0: OHV1 Alt. 1,3 and 5: 2WL1 Alt. 4: ATV1	2WL1	Same
4039 Valley Creek	Alt. 0: OHV1 Alt. 4 and 5: ATV1	ATV1	Same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Management Area 4 is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 minimized impacts to soil, water, vegetation and wildlife the most of all action alternatives, the responsible official selected the 2014 FSEIS Alternative which maintained motor vehicle trail opportunities. This management area was generally open to all motor vehicles prior to the 2009 Travel Plan; riders must now stay on trails and cannot retrieve big game using motor vehicle off trails. SCNF focused on finding a mix of motorized and non-motorized recreation opportunities to meet the purpose and need and respond to opposing public views.

Impacts to soil, water and vegetation and harassment of wildlife and significant disturbance of wildlife habitats are minimized by closing the area to off-road use, eliminating big game retrieval off designated routes, reducing miles of routes within 300 feet of water quality impaired streams, and increasing acres of wildlife secure area. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above..

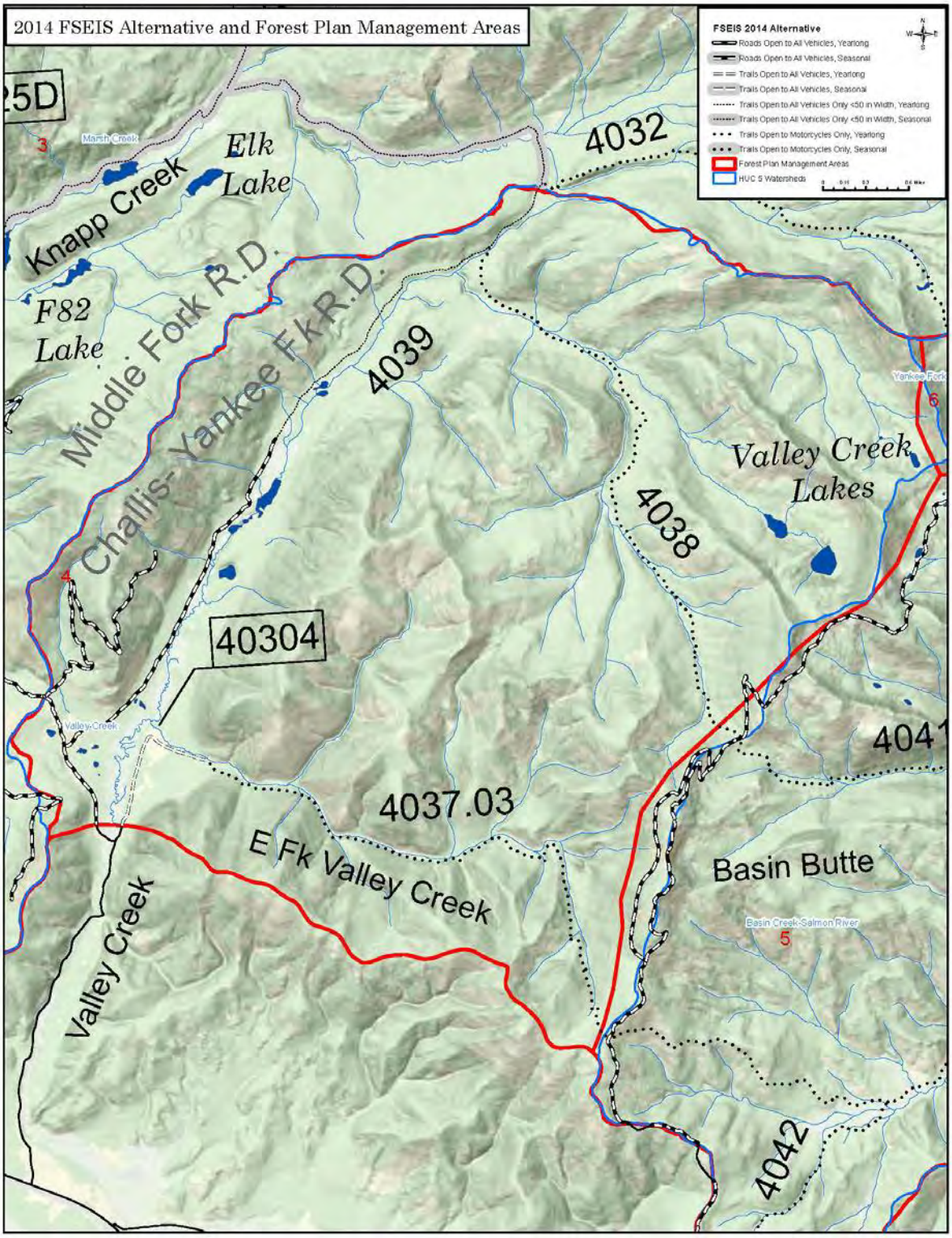

Figure B 3. Management Area #4, Valley Creek

Management Area #5, Basin Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

Activities and character of the land within the management area will remain unchanged. Improvements in timber stand condition will continue. Soil and watershed activities will promote improved water quality. Mineral activity will occur at a rate consistent with mineral prices.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities, enhancement of anadromous fish habitat and maintenance of water quality.

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Manage wildlife habitat to maintain habitat capability of elk and mule deer. Future wolf recovery needs will be considered and provided for as needed on proposed project evaluations. Manage for enhancement or improvement of habitat conditions of anadromous fish.
3. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
4. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 5, the Responsible Official considered the management plan direction described above, as well as, balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

The Basin Creek Management Area is due north of Stanley, Idaho.

A system of 17 designated trails was included in the 2009 ROD Alternative, and is carried forward into the 2014 FSEIS Alternative within this management area. No previously unauthorized routes were designated as part of the system of trails within this management area. The designated system of trails within this management area is summarized in the following table.

Table B 13. System of designated motor vehicle trails (2009 ROD Alternative), management area 5

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40034 Basin Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Basin Creek-Salmon River	2.89
4032 Hay-Knapp Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Basin Creek-Salmon River	3.54
4032 Hay-Knapp Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Yankee Fork	0.02
4032 Hay-Knapp Creek	Trail 2WL	Challis-Yankee Fork	Basin Creek-Salmon River	9.24
4032 Hay-Knapp Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.29
4037.03 East Fork Valley	Trail 2WL	Challis-Yankee Fork	Basin Creek-Salmon River	5.50
4037.03 East Fork Valley	Trail 2WL	Challis-Yankee Fork	Valley Creek	0.04
4038 Basin Butte-Prospect Creek	Trail 2WL	Challis-Yankee Fork	Valley Creek	0.18
4041 Sunday	Trail 2WL	Challis-Yankee Fork	Basin Creek-Salmon River	3.71
4042 LT Basin Cutoff	Trail 2WL	Challis-Yankee Fork	Basin Creek-Salmon River	2.14
4157 Deadwood Creek	Trail 2WL	Challis-Yankee Fork	Basin Creek-Salmon River	0.50
4157 Deadwood Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.19
4167 Upper Harden Creek	Trail - ATV and two wheeled seasonal	Challis-Yankee Fork	Basin Creek-Salmon River	2.23
4203 East Basin Lake	In response to public comment, this trail will be closed with a Forest Supervisor's Closure Order until maintenance work is completed to minimize impacts to soils and watershed.	Challis-Yankee Fork	Basin Creek-Salmon River	0.79
4323 Kelly Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Basin Creek-Salmon River	1.69

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle

trails. The fowling table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 14. Motor vehicle route density in miles per square mile, management area 5

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Bear Valley	0.2	0.2	0.2	0.2	0.2
Marsh Creek	1.1	0.8	0.7	0.9	0.8
Yankee Fork	0.7	0.7	0.6	0.8	0.7

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities. Route densities are reduced or maintained when compared to the No Action Alternative in all three 5th field hydrologic units. The 2009 Preferred Alternative and the 2104 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 5. Reductions in route density would reduce potential impacts to soil, water, and vegetation and provide for existing and future recreation needs.

The 2009 Preferred Alternative and the 2014 FSEIS Alternative are the same in that the number of routes within 300 feet of water quality impaired streams for all 5th field hydrologic units are reduce or maintained in this management area when compared to the No Action Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417). Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water and helps achieve Forest Plan direction to manage for enhancement or improvement of habitat conditions for anadromous fish and improve water quality.

The Forest has completed repair and maintenance work to remedy harm on Trail 4032 (Hay Creek-Knapp Creek Trail) which was named in the injunction but not closed to motor vehicle use while a revised ROD is prepared to serve the public interest. In 2011 maintenance was completed on 2.9 miles to address wet areas, tread conditions, and stream crossings. Multiple turnpikes (130 feet) were built through boggy areas. The trail tread was elevated over wet sections by the construction of external walls made of either timber or stone. The structure was filled with rock then crushed with sledgehammers to form a hardened surface. The rock surface was then covered with 12” to 16” of soil; 27 water bars were constructed on the trail and stream crossings were armored with check-steps where needed. The trail met Forest Service standards for maintenance but was burned over by the Halstead Fire in 2012. Effects of the fire will be monitored and impacts addressed in future maintenance (See Appendix X for details and photographs).

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and is the same for the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to

the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest plan direction specific to Management Area 5 is to “Manage wildlife habitat to maintain current habitat for elk and mule deer”. Management Area 5 is within Idaho Fish and Game Management Unit 36. In a letter dated April 10, 2007 (AR00647), “travel off designated routes for game retrieval to be prohibited. This would facilitate effective enforcement”. The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 5 was open to motorized and mechanized vehicles only on roads and trails identified by forest route markers. Off-road and off-trail use was allowed when retrieving legally taken big game carcasses when a direct route not disturbing soil or vegetation was available. Game retrieval was not allowed on restricted or closed routes. Fish and Game recommended Road 40034 in Basin Creek is a designated route; it is designated as an ATV and motorcycle trail in the 2009 ROD Alternative. They also recommended “the open road/trail density in the Hardin Creek area should be analyzed and adjusted to accommodate big game security. Any open routes should have a seasonal closure from 9/1 to 11/30.” The route density in Basin Creek-Salmon River hydrologic unit for the 2009 ROD Alternative is 1.4 mi/mi2, a 12.5 percent reduction compared to the No Action Alternative. Roads and trails in the Hardin Creek area have a seasonal operating period that protects big game security.

No user-created trails were designated when designing a system of motor vehicle trails for Management Area 5 and only previously designated (system trails) were included in the design.

Numerous comments were received from individuals, motor vehicle groups, Idaho Department of Fish and Game and the Idaho Department of Parks and Recreation regarding the designation of trails within this management area. Comments focused on increasing big game security, designating use status and defining loop opportunities The fowlling table compares trail designations from the 2009 FEIS for the No Action and the ROD Alternatives as well as the 2014 FSEIS Alternative.

Table B 15. Comparison of vehicle class designations for the No Action and 2009 ROD Alternatives, and the 2014 FSEIS Alternative, management area 5

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40034 Basin Creek	Road open year round	Road open year round	Same
4032 Hay-Knapp Creek (Basin Creek-Salmon River HUC)	OHV open year round	OHV open year round	Same
4032 Hay-Knapp Creek (Yankee Fork HUC)	ATV open year round	ATV open year round	Same
4032 Hay-Knapp Creek (Basin Creek-Salmon River HUC)	OHV open year round	OHV open year round	Same
4032 Hay-Knapp Creek (Yankee Fork HUC)	ATV open year round	ATV open year round	Same
4037.03 East Fork Valley	OHV open year round	Two wheeled vehicles permitted year round	Same
4037.03 East Fork Valley	OHV open year round	Two wheeled vehicles permitted year round	Same
4038 Basin Butte-Prospect Creek	OHV open year round	Two wheeled vehicles permitted year round	Same
4041 Sunday	OHV open year round	Two wheeled vehicles permitted year round	Same
4041 Sunday	OHV open year round	Two wheeled vehicles permitted year round	Same
4042 LT Basin Cutoff	OHV open year round	Two wheeled vehicles permitted year round	Same
4157 Deadwood Creek	OHV open year round	Two wheeled vehicles permitted year round	Same
4157 Deadwood Creek	OHV open year round	Two wheeled vehicles permitted year round	Same
4167 Upper Harden Creek	ATV open year round	ATV with seasonal access to provide a motorized experience that protects calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside a wilderness setting	Same
4203 East Basin Lake	OHV open year round	Two wheeled vehicles permitted year round	Same
4323 Kelly Creek	OHV open year round	ATV open year round	Same

The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 5. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 16. Comparison of acres and percent habitat security by 2009 Alternatives, management area 5

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Yankee Fork	121,590	54,006 [44]	60,833 [50]	61,666 [51]	73,131 [60]	57,071 [47]	63,118 [52]
Basin Creek-Salmon River	45,775	8,582 [19]	12,342 [27]	12,342 [27]	22,197 [48]	15,313 [33]	16,865 [37]
Slate Creek-Salmon River	39,193	8,065 [22]	8,788 [24]	13,083 [36]	14,762 [41]	13,103 [47]	13,103 [36]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives increase habitat security and protection during critical life stages in all the hydrologic units for Management Area 5 when compared to the No Action Alternative (Alternative 0) (AR041987, 041989 and 041990). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 5 increases habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Comments focused on increasing big game security, designating use status and defining loop opportunities. The table below displays a sampling of comments.

Table B 17. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 5

Trail Number and Name	Letter #	Comment
40034 Basin Creek 4032 Hay-Knapp Creek	910	The Hay-Knapp Creek Trail #4032 travels between two ranger districts and is an extremely long trail. Some portions of the trail are ATV (all-terrain vehicle) accessible while others are single-track motorized. The following segments of the Hay-Knapp Creek Trail should be designated for ATV use. These sections are currently ATV accessible. From Basin Creek Road #40034 to Kelly Creek Trail #4323. From Upper Harden Creek Trail #4167 to Left Fork Rankin Creek Trail #40332. This designation will allow ATV riders to connect from the West Fork drainage into the Basin Creek drainage and Stanley Basin using a combination of trails and roads.
4032 Hay-Knapp Creek	939	Upper Valley Creek, Basin Creek, Hay Creek, Sawmill Creek, and the trail between Sawmill and Rankin Creek Trail are all single track trails and should remain single track.
4038	783	….East Fork Valley, Prospect Creek, Sunday Creek, Little Basin, Basin Cork, Hay Creek, Deadwood, and West Fork Yankee should be Multi-use trails.
4041	783	East Fork Valley, Prospect Creek, Sunday Creek, Little Basin, Basin Cork, Hay Creek, Deadwood, West Fork Yankee should be Multi-use trails.
4157	783	East Fork Valley, Prospect Creek, Sunday Creek, Little Basin, Basin Cork, Hay Creek, Deadwood, West Fork Yankee should be Multi-use trails.
4323	777	. . . insure that 4323, 4037.03, and 4032 are ATV (all-terrain vehicle) on the final map . . . to complete loop opportunities.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this management area. As displayed in the previous table, many trails that had been used by ATVs were designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails and restore routes to the motor vehicle class for which they were originally constructed.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails open to motor vehicle use within Management Area 5 by class of vehicle and, if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS. If an alternative is not listed for a given trail it was either not considered under that alternative or not designated as a trail prior to this NEPA action.

Table B 18. Comparison of motor vehicle trail vehicle class and season of use by the 2009 ROD alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 5

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40034 Basin Creek			Same
4032 (5.11 miles) Hay-Knapp Creek	Alt. 0: ATV1 Alts. 1, 3 and 5: 2WL1	ATV1 (5.6 miles)	Same
4038 (14.27 miles) Basin Butte-Prospect Creek	Alt. 0: OHV1 Alts. 1, 3 and 5: 2WL1 Alt. 4: ATV1	2WL1 (12.57 miles)	Same
4041 Sunday	Alt. 0: OHV1 Alts. 1, 3 and 5: 2WL1 Alt. 4: ATV1	2WL1	Same
4157 Deadwood Creek	Alt. 0: ATV1 Alts. 1, 3 and 5: 2WL1	2WL1	Same
4323 Kelly Creek	Alt. 0: OHV1 Alts. 1 and 3: 2WL1 Alts. 4 and 5: ATV1	ATV1	Same

The Idaho Department of Parks and Recreation expressed their concerns about route designations for both the Hay-Knapp Creek trail (#4032) and the Kelly Creek trail (#4323). The Hay-Knapp Creek trail has some portions of the trail which are ATV accessible while others are single-track motorized. They requested that the two segments from Basin Creek Road #40034 to Kelly Creek Trail #4323 and from Upper Harden Creek Trail #4167 to Left Fork Rankin Creek Trail #40332 be designated as ATV accessible to allow ATV riders to connect from the West Fork drainage into Basin Creek and Stanly Basin. They also requested the Kelly Creek trail be opened to ATV use. As it is an essential connector for ATV riders between Basin Creek and Stanly Basin (AR046662).

These conflicts were resolved by designating the Hay-Knapp Creek trail (#4032) trail as an ATV trail open year round. The Kelly Creek trail (#4323) was also designated ATV1.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 minimized impacts to soil, water, vegetation and wildlife the most of all action alternatives the Responsible Official selected the 2009 Preferred Alternative (Alternative 5).and the 2014 FSEIS Alternative. These alternatives were designed to achieve a balance between the various motorized and non-motorized recreation opportunities to meet the purpose and need and respond to opposing public views. The Forest has minimized damage to soil, watershed by conducting necessary trail maintenance on Trail 4032 (Hay Creek-Knapp Trail) and

by designating trails that are not appropriate for ATV for two-wheeled motor vehicle use. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area and provides a seasonal open period on the Upper Hardin Trail that protect calving and fawning habitat. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above.

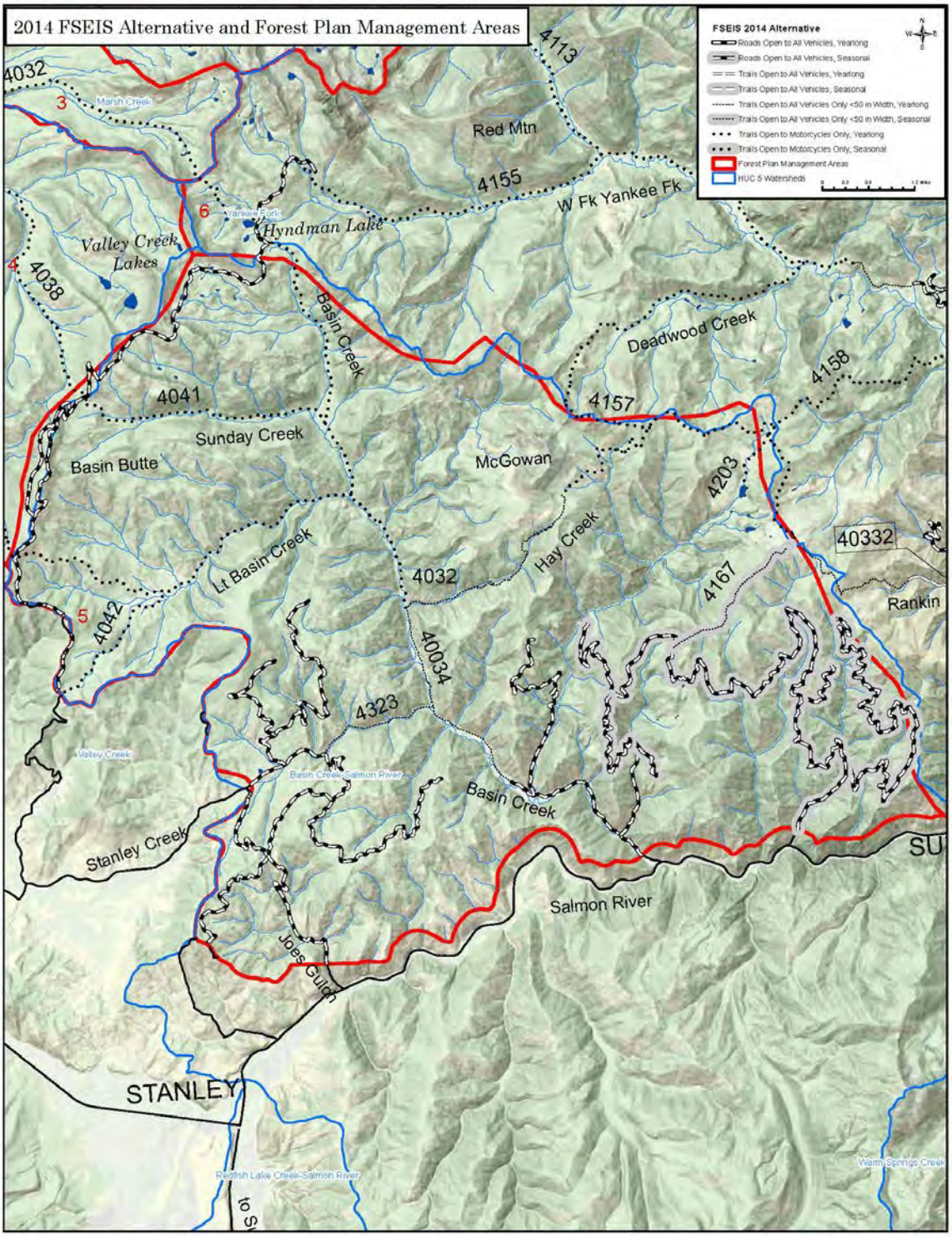

Figure B 4. Management Area #5, Basin Creek

Management Area #6, Yankee Fork

The Challis National Forest Plan describes a desired future condition for this management area as:

Improvements in timber stand conditions will continue. The area will remain a popular recreational unit. It is anticipated that mineral activity will increase with one to three operations of moderate size, starting within the first decade. This activity and its related impacts will increase the noticeability of mining.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities, minerals activities, timber production, and enhancement of anadromous fish habitat.

Specific Plan direction includes:

1. Emphasize a wide spectrum of outdoor recreation activities.
2. Protect and preserve cultural and historic sites or features.
3. Manage to maintain or improve habitat condition and diversity for MIS elk, mule deer, bighorn sheep, and mountain goats. Future wolf recovery needs will be considered and provided for, as needed, in proposed, project evaluations. Improve aquatic habitat conditions for anadromous and resident fisheries.
4. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
5. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 6, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses

Management Area 6 is west of Challis, Idaho; the Yankee Fork of the Salmon River bisects this 121,147-acre management area. The Yankee Fork is an historic mining area and is very popular for camping, trail riding and other dispersed recreation uses; including visiting the Yankee Fork mining dredge and interpretive site.

A system of 19 designated trails (some with multiple segments) was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. No previously unauthorized routes were designated as part of the system of trails within this management area. The designated system of trails within this management area is summarized in the table below.

Table B 19. System of designated motor vehicle trails (2009 ROD Alternative), management area 6

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40075 Eightmile Estes	Trail - ATV and two wheeled open	Challis-Yankee Fork	Yankee Fork	5.85
4032 Hay-Knapp Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Basin Creek-Salmon River	0.77
4032 Hay-Knapp Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Yankee Fork	1.28
4032 Hay-Knapp Creek	Trail 2WL	Challis-Yankee Fork	Basin Creek-Salmon River	1.35
4032 Hay-Knapp Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	1.69
4032 Hay-Knapp Creek	Trail 2WL	Middle Fork	Yankee Fork	1.22
40332 Left Fork Rankin Creek	Trail - OHV	Challis-Yankee Fork	Yankee Fork	0.82
40361 Upper Yankee Fork	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.96
4113 Cabin-Pioneer Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	2.23
4114 East Mayfield-Yankee Fork	Trail 2WL	Challis-Yankee Fork	Yankee Fork	5.66
4147.1 Challis Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.77
4148 Eleven Mile-Martin Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Yankee Fork	3.07
4149 Squaw Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Yankee Fork	0.75
4151 McKay-Eleven	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Yankee Fork	3.43
4155 West Fork Yankee Fork	Trail - ATV and two wheeled open	Challis-Yankee Fork	Yankee Fork	1.01
4155 West Fork Yankee Fork	Trail 2WL	Challis-Yankee Fork	Yankee Fork	8.99
4157 Deadwood Creek	Trail 2WL	Challis-Yankee Fork	Basin Creek-Salmon River	0.24
4157 Deadwood Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	4.81
4158 Sawmill Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	3.36
4161 Five Mile Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	3.82
4162 Peach-Cinnabar	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	0.13
4162	Trail 2WL	Challis-Yankee	Yankee Fork	0.21

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
Peach-Cinnabar		Fork		
4163 Ramey-Five Mile	Trail 2WL	Challis-Yankee Fork	Yankee Fork	6.48
4164 Custer Lookout Cutoff	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.72
4168 Silver Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	1.94
4203 East Basin Lake	Trail 2WL: In response to public comment, this trail will be closed with a Forest Supervisor's Closure Order until maintenance work is completed to minimize impacts to soils and watershed.	Challis-Yankee Fork	Basin Creek-Salmon River	0.23

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The table below displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 20. Motor vehicle route density in miles per square mile, management area 6

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Yankee Fork	0.7	0.7	0.6	0.8	0.7
Basin Creek-Salmon River	1.6	1.6	1.1	1.5	1.4
Slate Creek-Salmon River	1.1	0.9	0.9	0.9	0.9

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS have the same route densities. Route densities are maintained or reduced when compared to the No Action Alternative in all three 5th field hydrologic units within the management area. Although Alternative 3 would have reduced route densities the most, the 2009 Preferred Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 6. The 2014 Alternative designates a seasonal open period on trails 4162, 4163, 4164 and 4168 which are impacted by early and late season use. These trails will be available to two-wheeled motor vehicle use from July 1 to September 30th, when trail conditions are drier and less susceptible30, to minimize soil and water resource impacts. that occur early in

the year. Reducing route density, and designating seasonal closures on trails 4162, 4163, 4164 and 4168, within this management area, minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

The 2009 Preferred Alternative and the 2014 FSEIS Alternative also maintains or reduces the number of routes within 300 feet of water quality impaired streams for all 5th field hydrologic units in this management area when compared to the No Action Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417). Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

The Forest has completed repair and maintenance work to remedy harm on Trail 4032 (Hay Creek-Knapp Creek Trail) which was named in the injunction but not closed to motor vehicle use while a revised ROD is prepared to serve the public interest. In 2011 maintenance was completed on 2.9 miles to address wet areas, tread conditions, and stream crossings. Multiple turnpikes (130 feet) were built through boggy areas. The trail tread was elevated over wet sections by the construction of external walls made of either timber or stone. The structure was filled with rock then crushed with sledgehammers to form a hardened surface. The rock surface was then covered with 12” to 16” of soil; 27 water bars were constructed on the trail and stream crossings were armored with check-steps where needed. The trail met Forest Service standards for maintenance but was burned over by the Halstead Fire in 2012. Effects of the fire will be monitored and impacts addressed in future maintenance (See Appendix X for details and photographs).

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), and have been incorporated into the 2009 ROD Alternative and the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and is the same for the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 6 is to “Manage to maintain or improve habitat condition and diversity for elk, mule deer, bighorn sheep and mountain goats”.

Management Area 6 is within Idaho Fish and Game Management Unit 36. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended, “We would like travel off designated routes for game retrieval to be prohibited.” The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 6 was open to motorized and mechanized vehicles only on roads and trails identified by Forest route markers. Off-road and off-trail use was allowed when retrieving legally taken big game carcasses when a direct route not disturbing soil or vegetation was available. Game retrieval was not allowed on restricted or closed routes.

No user-created trails were designated when designing a system of motor vehicle trails for Management Area 6 and only previously designated (system trails) were include in the design.

Numerous comments were received from individuals, an outfitter/guide and the Idaho Department of Parks and Recreation regarding the designation of trails within this management area. Comments focused on designation of trails for ATV vs. motorcycle use, trail adequacy for one type of use vs. another and wilderness incursion.

The table below compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative, and the 2014 FSEIS Alternative. No unauthorized trails were added to the system.

Table B 21. Comparison of vehicle class designations for the No Action and 2009 ROD Alternatives, and the 2014 FSEIS Alternative, management area 6

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40075 Eightmile Estes	Trail-ATV and 2WL open yearlong	Trail-ATV and 2WL open yearlong	Same
4032 Hay-Knapp Creek	Trail-ATV and 2WL open yearlong	Trail – ATV closed and 2WL open yearlong	Same
4032 Hay-Knapp Creek	OHV yearlong	Trail-ATV and 2WL open yearlong	Same
40332 Left Fork Rankin Creek	Trail-ATV and 2WL open yearlong	Trail – ATV closed and 2WL open yearlong	Same
40361 Upper Yankee Fork	??	Trail open to Two Wheel vehicles year-around	Same
4113 Cabin-Pioneer Creek	Trail – ATV closed and 2WL open yearlong	Trail open to Two Wheel vehicles year-around	Same
4114 East Mayfield-Yankee Fork	Trail – ATV closed and 2WL open yearlong	Trail open to Two Wheel vehicles year-around	Same
4147.1 Challis Creek	Trail – ATV closed and 2WL open yearlong	Trail open to Two Wheel vehicles year-around	Same
4148 Eleven Mile-Martin Creek	Trail-open to Two Wheel vehicles from Jul 1st-Septh 30th	Trail-open to Two Wheel vehicles from July 1st-Sept. to provide a seasonal motorized recreation experience that protects calving and fawning habitat as well providing a general non-motorized hunting opportunity outside of a wilderness setting . This seasonal restriction would also help protect the trail tread by keeping motorized uses off of routes during wet season periods.	Same
4149 Squaw Creek	Trail-open to Two Wheel vehicles from Jul 1st-Septh 30th	Trail-open to Two Wheel vehicles from July 1st-Sept. 30th to provide a seasonal motorized recreation experience that protects calving and fawning habitat as well providing a general non-motorized hunting opportunity outside of a wilderness setting . This seasonal restriction would also help protect the trail tread by keeping motorized uses off of routes during wet season periods.	Same
4151	Trail-open to Two	Trail-open to Two Wheel	Same

McKay-Eleven	Wheel vehicles from Jul 1st-Septh 30th	vehicles from July 1st-Sept. to provide a seasonal motorized recreation experience that protects calving and fawning habitat as well providing a general non-motorized hunting opportunity outside of a wilderness setting . This seasonal restriction would also help protect the trail tread by keeping motorized uses off of routes during wet season periods.	
4155 West Fork Yankee Fork	OHV yearlong	Trail open to Two Wheel vehicles year-around	Same
4157 Deadwood Creek	OHV yearlong	Trail open to Two Wheel vehicles year-around	Same
4158 Sawmill Creek	OHV yearlong	Trail open to Two Wheel vehicles year-around	Same
4161 Five Mile Creek	OHV yearlong	Trail open to Two Wheel vehicles year-around	Trail open to Two Wheel vehicles from July 1st-September 30th
4162 Peach-Cinnabar	OHV yearlong	Trail open to Two Wheel vehicles year-around	Trail open to Two Wheel vehicles from July 1st-September 30th
4162 Peach-Cinnabar	OHV yearlong	Trail open to Two Wheel vehicles year-around	Trail open to Two Wheel vehicles from July 1st-September 30th
4163 Ramey-Five Mile	OHV yearlong	Trail open to Two Wheel vehicles year-around	Trail open to Two Wheel vehicles from July 1st to September 30th
4164 Custer Lookout Cutoff	OHV yearlong	Trail open to Two Wheel vehicles year-around	Trail open to Two Wheel vehicles from July 1st-September 30th
4168 Silver Creek	OHV yearlong	Trail open to Two Wheel vehicles year-around	Trail open to Two Wheel vehicles from July 1st-September 30th
4203 East Basin Lake	OHV yearlong	Trail open to Two Wheel vehicles year-around	Same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was calculated using yearlong open motorized routes (AR046491). The table below displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 6. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 22. Comparison of acres and percent habitat security by 2009 Alternatives, management area 6

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Yankee Fork	121,590	54,006 [44]	60,833 [50]	61,666 [51]	73,131 [60]	57,071 [47]	63,118 [52]
Basin Creek-Salmon River	45,775	8,582 [19]	12,342 [27]	12,342 [27]	22,197 [48]	15,313 [33]	16,865 [37]
Slate Creek-Salmon River	39,193	8,065 [22]	8,788 [24]	13,083 [36]	14,762 [41]	13,103 [36]	13,103 [36]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS alternative have the same acres and habitat security values. Both alternatives increase habitat security and protection during critical life stages in all the hydrologic units for Management Area 6 when compared to the No Action Alternative (Alternative 0). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect may be reduced since route densities would decrease and secure areas would increase within this management area. Seasonal open periods were applied to Trail 4148 Eleven Mile-Martin Creek, Trail 4149 Squaw Creek and Trail 4151 McKay-Eleven to provide a seasonal motorized recreation experience that protects calving and fawning habitat as well providing a general non-motorized hunting opportunity outside of a wilderness setting . This seasonal restriction would also help protect the trail tread by keeping motorized uses off of routes during wet season periods.

The system of motor vehicle trails and areas for Management Area 6 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Most comments on trails within this management area centered on designation of trails for ATV vs. motorcycle use, trail adequacy for one type of use vs. another and motorized incursion into the Frank Church/River of No Return Wilderness. The table below displays a sampling of comments:

Table B 23. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 6

Trail Number and Name	Letter #	Comment
40075 Eight Mile	783	Muley Creek & Eight Mile Creek should be multi use with ATV.
4032 Hay/Knapp	783	Knapp Cork should be multi use and ATV.
4113 Cabin-Pioneer Creek	1066	reflect that the three trail segments listed below be closed to any and all motorized vehicles and bicycles in order to minimize the potential for illegal incursions within the boundary of the Frank Church River of No return Wilderness. All of these trail segments lead up to and across the wilderness boundary with no loop option to circle back.
4148 Eleven Mile / Martin	1021	I am extremely opposed to increase of any motorized travel in this area…. To violate this small area where animals and people who need a place to get away from ATV's (all-terrain vehicles) would be a gross mistake.
4155 West Fk. Yankee Fork	910	Trail #4155 should be designated for single-track motorized use.
4157 Deadwood Creek	783	East Fork Valley, Prospect Creek, Sunday Creek, Little Basin, Basin Cork, Hay Creek, Deadwood, West Fork Yankee should be Multi-use trails.
4158 Sawmill	939	Upper Valley Creek, Basin Creek, Hay Creek, Sawmill Creek, and the trail between Sawmill and Rankin Creek Trail are all single track trails and should remain single track

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this management area. As displayed in the above table, many trails that had been used by ATVs were designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails and restore routes to the motor vehicle class for which they were originally constructed. Seasonal restrictions were implemented (FEIS Appendix H p. H-2). Additionally, because trails 4161, 4162, 4163, 4164, and 4168, are impacted by early season and late season use, the responsible official chooses to apply a seasonal open period of July 1 to September 30th to further minimize impacts to soil and water resources.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 6 by class of vehicle and, if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The table below shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS. If an alternative is not listed for a given trail it was either not considered under that alternative or not designated as a trail prior to this NEPA action.

Table B 24. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative for motor vehicle trails within the management area or prescription area, management area 6

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40075 Eightmile Estes			Same
4032 Hay-Knapp Creek	Alt. 0: ATV1 Alts. 1, 3 and 5: 2WL1	2WL1	Same
4032 Hay-Knapp Creek	Alt. 0: OHV1 Alt. 1, 3, 4 and 5: ATV1	ATV1	Same
40332 Left Fork Rankin Creek	Alt. 0: ATV1 Alt. 3, 4 and 5: OHV1	OHV1	Same
40361 Upper Yankee Fork	Alt. 4: ATV1 Alternative 5: 2WL1	2WL1	Same
4113 Cabin-Pioneer Creek	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WHL1	2WL1	Same
4114 East Mayfield-Yankee Fork	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WHL1	2WL1	Same
4147.1 Challis Creek	Alt. 0: OHV1 Alt. 1: 2WL1 Alt. 4: ATV1 Alternative 5: 2WL1	2WL1	Same
4148 Eleven Mile-Martin Creek	Alts. 0 and 1: 2WL5 Alt 4: ATV5 Alternative 5: 2WLB	2WLB	Same
4149 Squaw Creek	Alts. 0 and 1: 2WL5 Alt 4: ATV5 Alternative 5: 2WLB	2WLB	Same
4151 McKay-Eleven	Alts. 0 and 1: 2WL5 Alt 4: ATV5 Alternative 5: 2WLB	2WLB	Same
4155 West Fork Yankee Fork	Alt. 0: OHV1 Alt. 1: 2WL1 Alts. 3, 4 and 5: ATV1	ATV1	Same
4157 Deadwood Creek	Alt. 0: OHV1 Alts. 3, 4 and 5:2WL1	2WL1	Same
4158 Sawmill Creek	Alt. 0: OHV1 Alts. 3, 4 and 5:2WL1	2WL1	Same
4161 Five Mile Creek	Alt. 0: OHV1 Alts. 3, 4 and 5:2WL1	2WL1	2WLB
4162 Peach-Cinnabar	Alt. 0: OHV1 Alt. 1, 3 and 5: 2WL1	2WL1	2WLB
4162 Peach-Cinnabar			2WLB
4163 Ramey-Five Mile	Alt. 0: OHV1 Alts. 1, 3, 4 and 5: 2WL1	2WL1	2WLB

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
4164 Custer Lookout Cutoff	Alt. 0: OHV1 Alts. 1, 3, 4 and 5: 2WL1	2WL1	2WLB
4168 Silver Creek	Alt. 0: OHV1 Alts. 1, 3, 4 and 5: 2WL1	2WL1	2WLB
4203 East Basin Lake	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	Same

The Idaho Department of Parks and Recreation expressed their concern about the route designation for Trail 4323 (Kelly Creek Trail). They requested the trail from Upper Harden Creek Trail #4167 to Left Fork Rankin Creek Trail #40332 be designated as ATV accessible to allow ATV riders to connect from the West Fork drainage into Basin Creek and Stanly Basin. This segment is currently ATV accessible. This issue was resolved by designating the segment as ATV year round.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 minimized impacts to soil, water, vegetation and wildlife the most of all action alternatives the Responsible Official selected the 2014 FSEIS Alternative because this alternative was designed to achieve a balance between the various motorized and non-motorized uses. This area was previously restricted in the 1994 Travel Plan to maintain or improve the soil resource and/or prevent erosion and to maintain or improve desirable plant condition. Specific routes were restricted for erosion control and big game security. The 2014 FSEIS Alternative maintained seasonal restrictions for big game security and designated routes that were previously used by OHVs for two-wheel motorized use. No previously unauthorized trails were designated in the 2009 preferred Alternative. In addition, seasonal changes (July 1 to September 30th) that occurred within the 2014 FSEIS Alternative further minimizes impacts to soil and water resources.

2014 FSEIS T Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area and provides seasonal open periods that protect calving and fawning habitat. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above.

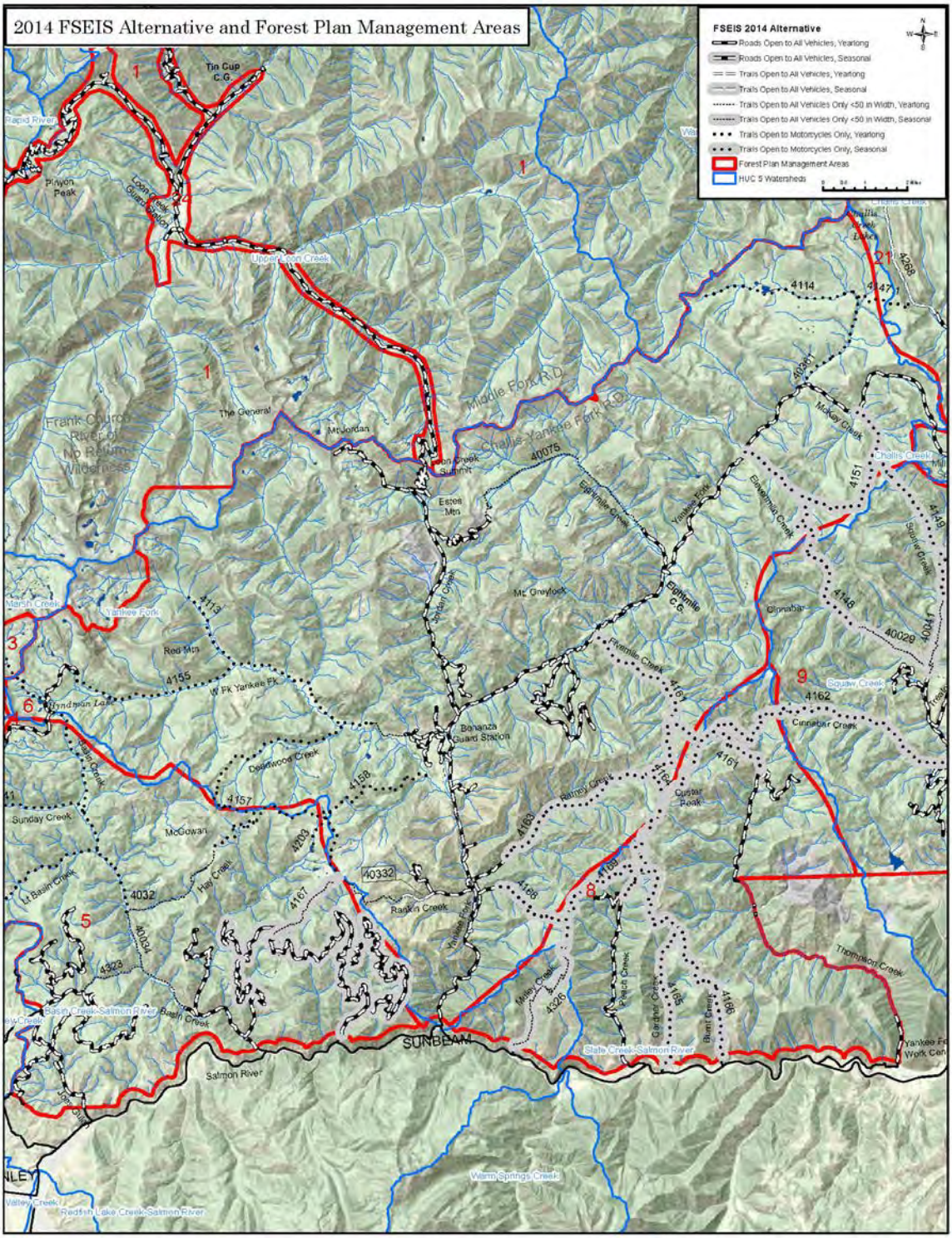

Figure B 5. Management Area #6, Yankee Fork

Management Area #7, East Fork

The Challis National Forest Plan describes a desired future condition for this management area as:

Range condition and riparian areas will slowly improve over time. Big game populations will increase, but not to a point of replacing livestock. Dispersed recreation will react to hunting seasons, with hunting remaining the prime use. There will be no commercial timber entry in the first two decades. The quality of water produced should improve over time. Area will remain an important area for livestock.

The plan goes on to define a Management Prescription that:

…will emphasize range, and enhancement of fish and wildlife habitat. Management in the proposed Boulder/White Cloud Wilderness area (26,000 acres in this management area) will emphasize protection of wilderness attributes.

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Protect wilderness attributes of proposed wilderness area.
3. Maintain or improve habitat condition and diversity for MIS elk, mule deer, bighorn sheep and mountain goats. Improve aquatic habitat conditions for anadromous fisheries.
4. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
5. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for the Management Area 7, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Management Area 7 is located south of the town of Clayton, Idaho. A portion of this management area is located within the Boulder-White Clouds IRA and is also part of a congressional proposal to create the Jerry Peak Wilderness Area.

A system of 9 trails was designated in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative within this management area. Of the 19.56 miles of motor vehicle trails designated in this management area, 18.76 miles were open to full-sized vehicles in the previous travel plan and now are open to ATVs and motorcycles.

Trail 4051, Toolbox-Herd Creek, was named in the 2011 Court Order because of resource concerns and is currently closed by injunction.

No previously unauthorized routes were designated as part of the system of trails within this management area.

The designated system of trails within this management area is summarized in the table below.

Table B 25. System of designated motor vehicle trails (2009 ROD Alternative), management area 7

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4051 Toolbox-Herd Creek	Trail 2WL This trail is closed by Court Order and is proposed for motor vehicle use because maintenance to repair harm is complete.	Challis-Yankee Fork	Herd Creek	0.45
40690 Snake Trail Ridge Road	Trail - ATV and two wheeled open	Challis-Yankee Fork	Lower East Fork Salmon River	1.85
40690 Snake Trail Ridge Road	Trail - ATV and two wheeled open	Challis-Yankee Fork	Middle East Fork Salmon River	1.16
40690 Snake Trail Ridge Road	Trail - ATV and two wheeled open	Challis-Yankee Fork	Slate Creek-Salmon River	0.71
4173 Alkali Springs	Trail 2WL	Challis-Yankee Fork	Lower East Fork Salmon River	0.94
4175 Woods Basin	Trail - ATV and two wheeled open	Challis-Yankee Fork	Slate Creek-Salmon River	1.44
4176 Jimmy Smith Creek	Trail 2WL	Challis-Yankee Fork	Middle East Fork Salmon River	1.16
4176 Jimmy Smith Creek	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	1.09
4186 Pine-McDonald	Trail 2WL	Challis-Yankee Fork	Middle East Fork Salmon River	4.07
4187 McDonald Taylor	Trail 2WL	Challis-Yankee Fork	Middle East Fork Salmon River	1.95
4189 East Pass Creek	Trail 2WL	Challis-Yankee Fork	Herd Creek	3.86
4189 East Pass Creek	Trail 2WL	Challis-Yankee Fork	Middle East Fork Salmon River	0.83
4205 Spud-Marco	Trail 2WL	Challis-Yankee Fork	Middle East Fork Salmon River	1.47
4205 Spud-Marco	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	2.44

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Analysis of trails identified in the November 1, 2011 Court Order

Trail 4051, Toolbox-Herd Creek trail, was named in the Court Order and closed by the injunction issued by the Order. The trail exhibits some tread expansion and ditching and has steep slopes and a severe slump. The Court found evidence sufficient to establish likely irreparable harm. This

0.45-mile trail is located in Boulder-White Clouds IRA and is part of a congressional proposal to create the Jerry Peak Wilderness Area.

Trail maintenance was completed on 5/31/2012 on the "slump" section of the Toolbox-Herd Creek Trail (4051) mentioned in the lawsuit. Specifically, a 45-foot section of trail tread was repaired at the site of the slump, one rock water bar was installed, and 70 feet of trail tread in a low point on the trail was improved through the construction of a wall-less causeway. Completion of this work has corrected resource problems and minimized impacts to soil, watershed and vegetation (A complete description of the work and photographs of the repair work are included in Appendix X).

Analysis of route density and effects to soil and watershed

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The table below displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 26. Motor vehicle route density in miles per square mile, management area 7

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Herd Creek	0.4	0.4	0.0	0.3	0.1
Lower East Fork Salmon River	2.4	2.4	0.5	2.1	1.7
Middle East Fork Salmon River	0.9	0.9	0.1	0.9	0.4
Slate Creek-Salmon River	1.1	0.9	0.9	0.9	0.9

The 2009 ROD Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security Values. Both alternatives reduce route densities when compared to the No Action Alternative in all four 5th field hydrologic units within the management area. The 2009 Preferred Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 7. Reducing route density within this management area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

The 2009 ROD Alternative and the 2014 FSEIS Alternative also maintains or reduces the number of routes within 300 feet of water quality impaired streams and number of inventoried stream crossings open to motor vehicle use for all 5th field hydrologic units (Table 3-9, AR046417) when compared to the No Action Alternative. Each of the 5th field hydrologic units within Management Area 7 received a low or moderate determination of the intensity of likely adverse effects for water resources (Table W-9, AR031926).

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: "Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and is the same for the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest plan direction specific to Management Area 7 is to "Maintain or improve habitat condition and diversity for elk, mule deer, bighorn sheep and mountain goats". Additional Forest direction states "Maintain or improve quality of wet meadows, springs, mule deer and elk winter range, elk calving and sage grouse brood-rearing areas (AR 041873).

Management Area 7 is within Idaho Fish and Game Management Unit 36A. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended, "We would like travel off designated routes for game retrieval to be prohibited." The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 7 is comprised of two differing area use opportunities and restrictions. Areas designated as "B" were open to motorized and mechanized vehicles only on roads and trails identified by Forest route Markers. Off-road and off-trail use was allowed when retrieving legally taken big game carcasses when a direct route not disturbing soil or vegetation was available. Game retrieval was not allowed on restricted or closed routes.

Areas designated as "D" were open to motorized and mechanized vehicles only on roads and trails specially designated on the travel map. This area was not open to off-road and off-trail retrieval of big game carcasses (U.S. Forest Service 1994). Under the Record of Decision off-road and off-trail retrieval of big game carcasses is no longer permitted (AR 047076).

No previously unauthorized trails were designated when designing a system of motor vehicle trails for Management Area 7 and only previously designated (system trails) were included in the design.

Numerous comments were received from individuals, an outfitter/guide and the Idaho Department of Parks and Recreation regarding the designation of trails within this management area. Comments focused on accurate trail location identification, trail relocation, trail closure in wilderness areas and type of designated use including seasonal restrictions.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative. No unauthorized trails were added to the system.

Table B 27. Comparison of vehicle class designations for the No Action and 2009 ROD Alternative Alternatives and the 2014 FSEIS Alternative, management area 7

Trail Number and Name	No Action Alternative	ROD Alternative	2014 FSEIS Alternative
4051 Toolbox-Herd Creek	OHV Year Round	Two Wheeled Vehicle Year Round	Same
40690 Snake Trail Ridge Road	ATV Year Round	ATV Year Round	Same
4173 Alkali Springs	OHV Year Round	Two Wheeled Vehicle Year Round	Same
4175 Woods Basin	OHV Year Round	ATV Year Round	Same
4176 Jimmy Smith Creek	OHV Year Round	ATV Year Round	Same
4186 Pine-McDonald	OHV Year Round	Two Wheeled Vehicle Year Round	Same
4187 McDonald Taylor	OHV Year Round	Two Wheeled Vehicle Year Round	Same
4189 East Pass Creek	OHV Year Round	Two Wheeled Vehicle Year Round	Same
4205 Spud-Marco	OHV Year Round	Two Wheeled Vehicle Year Round	Same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route.

The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 7. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 28. Comparison of acres and percent habitat security by 2009 Alternatives, management area 7

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Herd Creek	54,299	37,401 [69]	37,401 [68]	37,933 [70]	54,298 [100]	41,144 [76]	51,656 [95]
Middle East Fork Salmon River	16,693	5,615 [34]	5,615 [34]	5,615 [34]	15,092 [90]	5,677 [34]	11,694 [70]
Lower East Fork Salmon River	1,069	1 [0]	39 [4]	39 [4]	610 [58]	39 [4]	73 [7]
Slate Creek-Salmon River	39,193	8,065 [22]	8,788 [24]	13,083 [36]	14,762 [41]	13,103 [36]	13,103 [36]

The 2009 ROD Alternative (Alternative 5) and the 2014 FEIS Alternative have the same acres and habitat security values. Both alternatives greatly increase habitat security and protection during critical life stages in all the hydrologic units for Management Area 7 when compared to the No Action Alternative (Alternative 0). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 7 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR0 44946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Comments on trails within this management area were conflicting, desiring closure of trails or designation to ATV and/or motorcycle use. The following table displays a sampling of comments:

Table B 29. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 7

Trail Number and Name	Letter #	Comment
4051 Toolbox-Herd Creek	823	"The Forest Service should close Toolbox - Herd Peak trail to motorized traffic. It's just too easy for off-road vehicles reaching the ridge near Herd Peak."
4051 Toolbox-Herd Creek	909	“You should also close to motorized use the Toolbox Creek trail to Herd Peak. . . . It's obvious that motorized users, if allowed up the Toolbox Creek Trail, would be tempted to access the ridge and intrude into the recommended Herd Creek wilderness. “
4051 Toolbox-Herd Creek	801	“Let's keep wilderness wild. Allowing 2-wheel and off-road access to the areas in question in the Salmon-Challis National Forest is harmful in just about every way. Please choose Alternative #3, close Wildhorse Rd. beyond the campground, and close Toolbox-Herd Peak trail."
4051 Toolbox-Herd Creek	910	“Forest Plan Amendment #9 designated this trail for motorcycle use. This trail is an outstanding looping motorcycle ride. It is the only single-track trail looping motorcycle experience in the Copper Basin Area. While the trail does dip into the Jerry Peak area in a couple of places, it can be easily rerouted to be outside of the Jerry Peak area. The Toolbox-Herd Peak Trail #4501 needs to remain open to two-wheeled motorized use.”
4051 Toolbox-Herd Creek	854	Toolbox-Herd Creek trail should remain open.
4051 Toolbox-Herd Creek 4186	504	". . . these are still very valuable trails that should be kept motorized. They provide a different experience than other routes in the area, with a much dryer [sic] desert type landscape on

Trail Number and Name	Letter #	Comment
Pine McDonald 4187 McDonald Taylor 4189 East Pass Creek		much of the area, divided by forested canyons on the west side and becoming dryer [sic] and more open as you travel east. They provide a much more primitive experience as well, due to the lighter usage. Because use is so light, use conflicts are pretty much non-existent, except for hunting season when outfitters occupy several camps in the Sheep Creek and Fox Creek drainages.”
4051 Toolbox-Herd Creek 4186 Pine McDonald 4187 McDonald Taylor 4189 East Pass Creek	914	It appears that on the south/east side of the East Fork Salmon River there is an entire trail complex that is proposed for closure. . . In the past, I have actively worked with Congressman Simpson and his staff on CIEDRA. It appears these trails are indeed in an area included in CIEDRA. . . . Please do not close these trails. There are no resource issues. These trails receive fairly light use and are mostly enjoyed by locals in the Challis and Stanley area."
4051 Toolbox-Herd Creek 4186 Pine McDonald 4187 McDonald Taylor 4205 Spud-Macro	783	“. . .There are several trails in the East Fork of the Salmon that should stay open to Multiple Use, Spud, Marco, Joe Jump Basin, Sheep Creek, Baker Creek, Pine Creek, Fox Creek, McDonald Creek, Herd Creek, . . .”

In making route designation decisions, the Responsible Official considered conflicting desires for motorized and non-motorized uses along with consideration of resource impacts and recreational access needs to minimize conflicts on neighboring public lands.

Many comments were received in relation to Trail 4051, Toolbox-Herd Creek Trail. User groups requested the route be kept open to provide a valuable and unique looping motorcycle experience in the Copper Basin area. Others requested the trail be closed due to the possibility of motorized users accessing the ridge and intruding into the recommended wilderness. This route was designated in the 2009 ROD Alternative and the 2014 FSEIS Alternative as open to two-wheeled vehicles. The trail is not heavily used and no off-trail motorized use has been observed.

The BLM requested the Responsible Official designate 40690 as ATV open to match the BLM trail designation (AR046580) and to provide connectivity with their adjoining trails.

The BLM requested the Responsible Official designate Trail 4175 as ATV open to match the BLM designation of connecting trail CU I9949 (AR046580).

These requests were incorporated into the 2009 ROD alternative and the 2014 FSEIS Alternative.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 7 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative.

Table B 30. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 7

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FEIS Alternative
4051 Toolbox-Herd Creek	Alt. 0: OHV1 Alts. 1and 4: 2WL1	2WL1	Same
40690 Snake Trail Ridge Road	Alt. 0: ATV1 Alt. 1: ATV1 Alt. 4: OHV1	ATV1	Same
4173 Alkali Springs	Alt. 0: OHV1 Alt. 1, 3, 4 and 5: ATV1	2WL1	Same
4175 Woods Basin	Alt. 0: OHV1 Alt. 1, 3and 4: 2WL1	OHV1	Same
4176 Jimmy Smith Creek	Alt. 0: OHV1 AltS. 1, 3, and 4: 2WL1	2WL1	Same
4186 Pine-McDonald	Alt. 0: OHV1 Alt. 1and 4: 2WHL1	2WL1	Same
4187 McDonald Taylor	Alt. 0: OHV1 Alt. 1and 4: 2WHL1	2WL1	Same
4189 East Pass Creek	Alt. 0: OHV1 Alt. 1and 4: 2WHL1	2WL1	Same

The BLM requested the Responsible Official designate 40690 as ATV open to match the BLM trail designation (AR046580) and to provide connectivity with their adjoining trails. They also requested the Responsible Official designate Trail 4175 as ATV open to match the BLM designation of connecting trail CU I9949 (AR046580). These issues were resolved by designating the segments as ATV year round.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The Forest has minimized damage to soil, watershed, and vegetation by correcting the slump problem associated with Trail 4051, Toolbox-Herd Creek Trail. The 2014 FSEIS Alternative proposes to the Court a lifting of the injunction on Toolbox-Herd creek to allow two-wheeled motor vehicle use. Impacts to soil, water and vegetation and harassment of wildlife and significant disturbance of wildlife habitats are minimized by closing the area to off-road use, eliminating big game retrieval off designated routes, reducing miles of routes within 300 feet of water quality impaired streams, and increasing acres of wildlife secure areas.

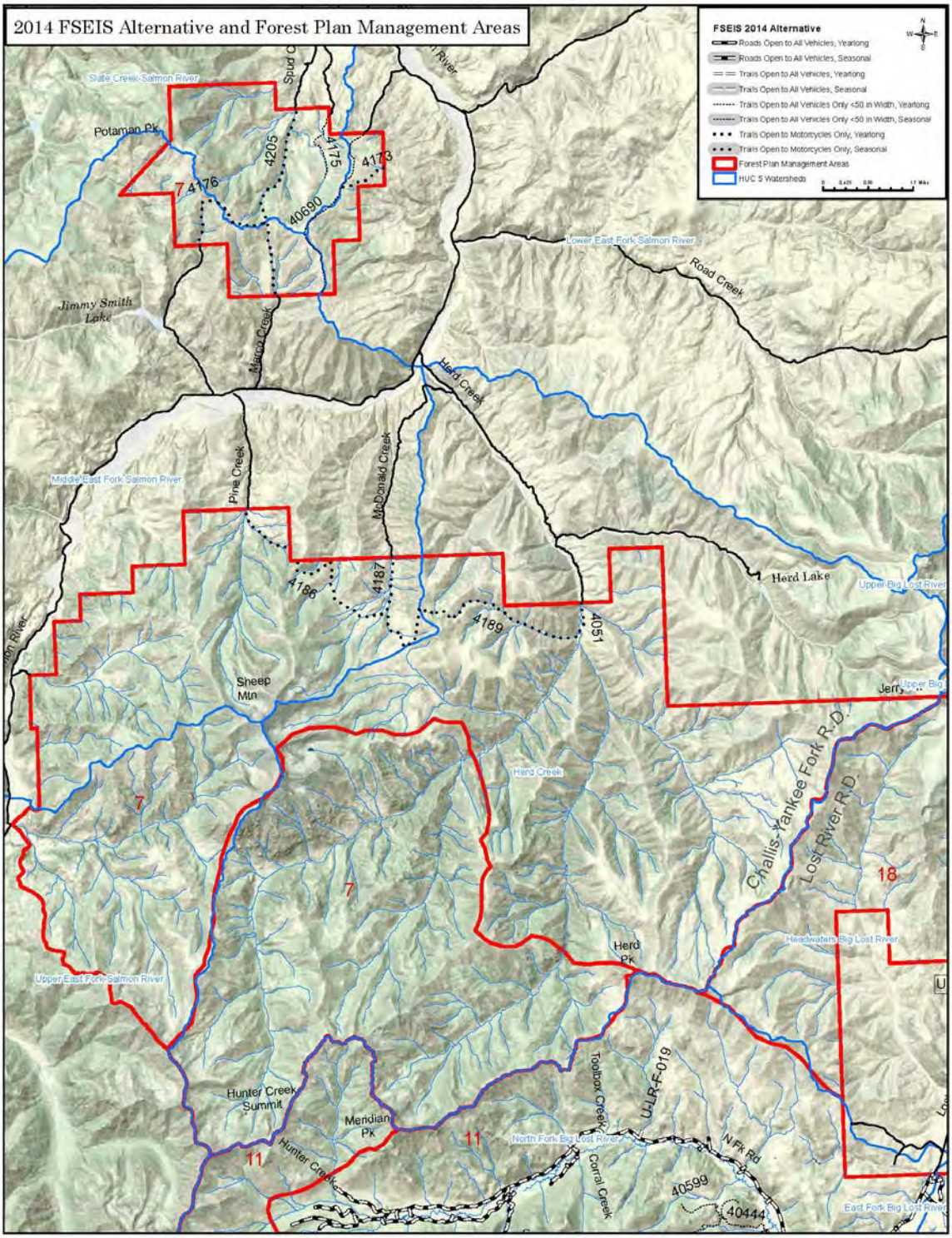

Figure B 6. Management Area #7, East Fork

Management Area #8, Thompson Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

Range and water resource conditions will slowly improve. Current wildlife habitat capability will be maintained. Future mineral activity is a possibility; if this occurs there may be changes in all resources, both positive and negative.

The plan goes on to define a Management Prescription that:

…will emphasize enhancement of wildlife habitat, and provide for minerals activities and dispersed recreation opportunities.

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Maintain or improve habitat condition and diversity for elk, mule deer, bighorn sheep and mountain goats. Improve aquatic habitat conditions for anadromous fisheries.
3. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
4. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 8, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Management Area 8 is located northeast of Stanley, Idaho.

A system of seven designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. No previously unauthorized routes were designated as part of the system of trails within this management area. The designated system of trails within this management area is summarized in the table below. All action alternatives proposed to designate the same set of motor vehicle trails (2009 FEIS Appendix H pp. H-17-H18). Route density differences in the following analysis are due to roads, not trails, within this management area.

Table B 31. System of designated motor vehicle trails (2009 ROD Alternative), management area #8

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4161 Five Mile Creek	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	1.97
4161 Five Mile Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.28
4162 Peach-Cinnabar	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	7.20
4162 Peach-Cinnabar	Trail 2WL	Challis-Yankee Fork	Yankee Fork	1.10
4165 Gardner Creek	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	6.34
4166 Burnt Creek	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	3.93
4168 Silver Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.39
4169 Peach Muley Cutoff	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	2.76
4169 Peach Muley Cutoff	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.65
4326 (Not named)	Trail - ATV and two wheeled open	Challis-Yankee Fork	Basin Creek-Salmon River	4.14
4326 (Not named)	Trail - ATV and two wheeled open	Challis-Yankee Fork	Slate Creek-Salmon River	0.04
4326 (Not named)	Trail - ATV and two wheeled open	Challis-Yankee Fork	Yankee Fork	0.09

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 32. Motor vehicle route density in miles per square mile, management area 8

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Yankee Fork	0.7	0.7	0.6	0.8	0.7
Basin Creek-Salmon River	1.6	1.6	1.1	1.5	1.4
Slate Creek-Salmon River	1.1	0.9	0.9	0.9	0.9

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS have the same route densities. Route densities are maintained or reduced when compared to the No Action Alternative in all three 5th field hydrologic units within the management area. The 2009 Preferred Alternative balances motorized and non-motorized uses among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 8. The 2014 Alternative designates a seasonal open period on trails 4162, 4165, 4166, 4168, 4169 and 4326, which are impacted by early and late season use. These trails will be available to two-wheeled motor vehicle use from July 1 to September 30, when trails are drier and less susceptible to soil and water impact. Reducing route density within this management area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation.

The 2009 Preferred Alternative and the 2014 FSEIS Alternative also maintains or reduces the number of routes within 300 feet of water quality impaired streams for all 5th field hydrologic units in this Management Area (Table 3-9, 2009 FEIS p. 3.35, AR046417) when compared to the No Action Alternative. Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2009 ROD Alternative, as well as, the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36).

An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and carried forward into the 2014 FSEIS.. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest plan direction specific to Management Area 8 is to “Maintain or improve habitat condition and diversity for elk, mule deer, bighorn sheep and mountain goats”. Management Area 8 is within Idaho Fish and Game Management Unit 36B. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended, “We would like travel off designated routes for game retrieval to be prohibited.”

The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 8 was primarily open to motorized and mechanized vehicles only on roads and trails identified by Forest route markers; although one small area was open to all motor vehicles. Off-road and off-trail use was allowed when retrieving legally taken big game carcasses when a direct route not disturbing soil or vegetation was available. Game retrieval was not allowed on restricted or closed routes.

No user-created trails were designated when designing a system of motor vehicle trails for Management Area 8 and only previously designated (system trails) were include in the design.

Comments were received from an individual and the Idaho Department of Parks and Recreation regarding the designation of trails within this management area. Comments focused on the desire for multi-use with ATV.

The following table compares trail designations from the 2009 FEIS for the No Action and the 2009 ROD Alternatives and the 2014 FSEIS Alternative. No unauthorized trails were added to the system.

Table B 33. Comparison of vehicle class designations for the No Action and 2009 ROD Alternatives and the 2014 FSEIS Alternative, management area 8

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
4161 Five Mile Creek	OHV Open year round	Trail open to two wheeled vehicles year round	Trail open to two wheeled vehicles from July 1st-September 30th
4162 Peach-Cinnabar	OHV Open year round	Trail open to two wheeled vehicles year round	Trail open to two wheeled vehicles from July 1st-September 30th
4165 Gardner Creek	OHV Open year round	Trail open to two wheeled vehicles year round	Trail open to two wheeled vehicles from July 1st-September 30th
4166 Burnt Creek	OHV Open year round	Trail open to two wheeled vehicles year round	Trail open to two wheeled vehicles from July 1st-September 30th
4168 Silver Creek	OHV Open year round	Trail open to two wheeled vehicles year round	Trail open to two wheeled vehicles from July 1st-September 30th
4169 Peach Muley Cutoff	OHV Open year round	Trail open to two wheeled vehicles year round	Trail open to two wheeled vehicles from July 1st-September 30th
4326 No name	OHV Open year round	Trail open to two wheeled vehicles year round	Trail open to two wheeled vehicles from July 1st-September 30th

The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 8. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 34. Comparison of acres and percent habitat security by 2009 Alternatives, management area 8

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Yankee Fork	121,590	54,006 [44]	60,833 [50]	61,666 [51]	73,131 [60]	57,071 [47]	63,118 [52]
Basin Creek-Salmon River	45,775	8,582 [19]	12,342 [27]	12,342 [27]	22,197 [48]	15,313 [33]	16,865 [37]
Slate Creek-Salmon River	39,193	8,065 [22]	8,788 [24]	13,083 [36]	14,762 [41]	13,103 [36]	13,103 [36]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives increase habitat security and protection during critical life stages in all the hydrologic units for Management Area 8 when compared to the No Action Alternative (Alternative 0). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect may be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 8 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Most comments on trails located within this management area centered on multi-use, multi-use with ATV and potential trail improvements to accommodate ATV use. The following table displays a sampling of comments:

Table B 35. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 8

Trail Number and Name	Letter #	Comment
4161 Five Mile Creek 4162 Peach-Cinnabar 4165 Gardner Creek 4168 Silver Creek 4169 Peach Muley Cutoff	783	Silver Creek, Peach Cork, Gardner Creek, Burnt Creek, Ramey Cork, Five Mile Creek and Cinnabar should be multi use.
4162 Peach-Cinnabar	910	". . . the Peach-Cinnabar Trail #4162 would have to be reconstructed to accommodate ATV use . . . Trails such as these should be dropped from the final decision."
4326 No name	783	Muley Creek & Eight Mile Creek should be multi use with ATV.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this management area. As displayed in the table above, many trails that had been used by OHV's were designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails and restore routes to the motor vehicle class for which they were originally constructed. Additionally, because trails 4161, 4162, 4034, 4165, 4166, 4168, 4169, and 4326 are impacted by early season and late season use, the responsible official chooses to apply a seasonal open period of July 1 to September 30th to further minimize impacts to soil and water resources.

All motor vehicle trails within this management area, except unnamed Trail 4236, are designated for motorcycle use, even though respondents requested the trails be available for ATV use. These trails were originally constructed for two-wheel use and the 2009 Preferred Alternative (Alternative 5) r and the 2014 FSEIS Alternative turns these trails to the type of use for which these trails were originally constructed.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 8 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Within Management Area 8, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified.

Table B 36. Comparison of motor vehicle trail vehicle class and season of use by ROD 2009 alternatives and the 2014 FSEIS Alternative, for motor vehicle trails within the management area or prescription area, management area 8

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FEIS Alternative
4161 Five Mile Creek	Alt. 0: OHV1 Alt. 1,3, 4, 5: 2WL1	2WL1	2WLB
4162 Peach-Cinnabar	Alt. 0: OHV1 Alt: 1, 3 and 5: 2WL1 Alt. 4: ATV1	2WL1	2WLB
4165 Gardner Creek	Alt. 0: OHV1 Alt. 1,3, 4, 5: 2WL1	2WL1	2WLB
4166 Burnt Creek	Alt. 0: OHV1 Alt. 1,3, 4, 5: 2WL1	2WL1	2WLB
4168 Silver Creek	Alt. 0: OHV1 Alt. 1,3, 4, 5: 2WL1	2WL1	2WLB
4169 Peach Muley Cutoff	Alt. 0: OHV1 Alt. 1,3, 4, 5: 2WL1	2WL1	2WLB
4326 No name	Alt. 0: OHV1 Alt. 1, 4 and 5: ATV1	ATV1	ATVB

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Within this management area the set of trails and vehicle type designations were the same among all action alternatives; route density differences among the alternatives were due to roads. The 2014 FSEIS Alternative maintains the system of motor vehicle trails within this management area. All but one of the seven trails within this management area was designated for two-wheeled motor vehicle use, the use for which these trails had original been constructed. Seasonal changes (July 1 to September 30th) that occurred within the 2014 FSEIS Alternative further minimizes impacts to soil and water resources. Impacts to soil, water and vegetation and harassment of wildlife and significant disturbance of wildlife habitats are minimized by closing the area to off-road use, eliminating big game retrieval off designated routes, reducing miles of routes within 300 feet of water quality impaired streams, and increasing acres of wildlife secure area.

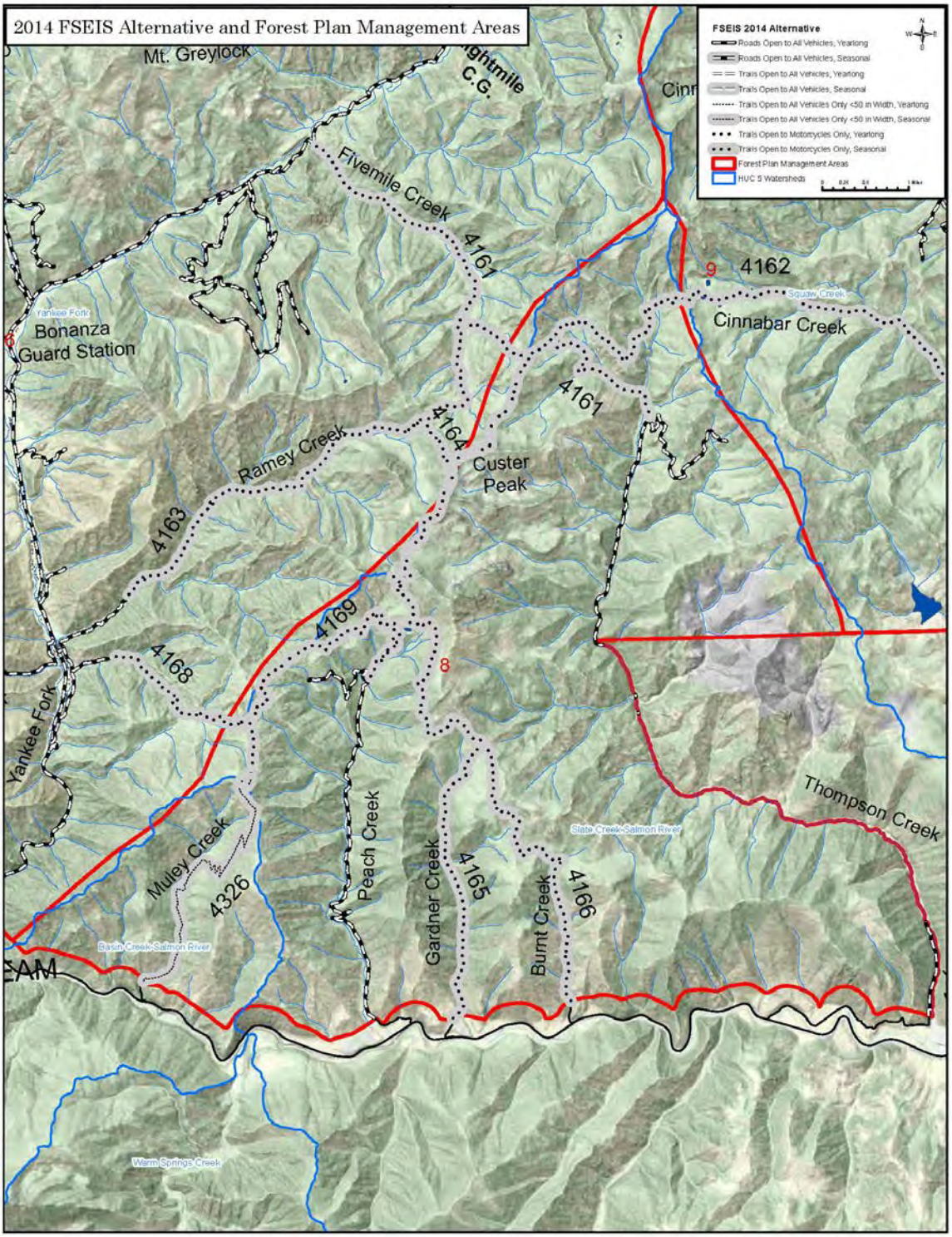

Figure B 7. Management Area #8, Thompson Creek

Management Area #9, Squaw Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

Timber harvest and regeneration activities will provide improved timber stand conditions. The area will continue to be important for the grazing resource provided. Over time, the riparian, range, and watershed conditions will improve.

The plan goes on to define a Management Prescription that:

…will emphasize enhancement of fish and wildlife habitat, range administration, maintenance of water quality, timber production and dispersed recreation.

Specific Plan direction includes:

1. Provide dispersed recreation opportunities.
2. Maintain or improve habitat condition and diversity for MIS elk, mule deer, bighorn sheep, and mountain goats. Improve aquatic habitat conditions for anadromous and resident fisheries.
3. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
4. Protect or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 9, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

This management area is approximately 12 miles southwest of Challis, Idaho

A system of 10 designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. No previously unauthorized routes were designated as part of the system of trails within this management area. The designated system of trails within this management area is summarized in the table below.

Table B 37. System of designated motor vehicle trails (2009 ROD Alternative), management area #9

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40029 Martin Creek	Trail - ATV and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	2.16
40041 Squaw Creek	Trail - ATV and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	2.22
40045 Trealor Creek	Trail - ATV and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	2.44
40045 Trealor Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	0.38
4148 Eleven Mile-Martin Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	2.88
4148 Eleven Mile-Martin Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Yankee Fork	0.14
4149 Squaw Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	2.88
4149 Squaw Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Yankee Fork	0.24
4151 McKay-Eleven	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Yankee Fork	0.74
4152 Buster Lake	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Garden Creek-Salmon River	0.17
4152 Buster Lake	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	3.17
4159 Trealor Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Squaw Creek	2.83
4162 Peach-Cinnabar	Trail-two wheeled open year-round	Challis-Yankee Fork	Slate Creek-Salmon River	0.10
4162 Peach-Cinnabar	Trail- two wheeled open year-round	Challis-Yankee Fork	Squaw Creek	5.07
4201 Beef Pasture	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Squaw Creek	1.67

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 38. Motor vehicle route density in miles per square mile, management area 9

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Garden Creek-Salmon River	1.1	1.1	1.0	1.2	1.0
Squaw Creek	1.2	0.8	0.5	1.0	0.9
Slate Creek-Salmon River	1.1	0.9	0.9	0.9	0.9
Yankee Fork	0.7	0.7	0.6	0.8	0.7

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in each HUC. Both alternatives maintain or reduce route densities when compared to the No Action Alternative in all 5th field hydrologic units. The 2009 Preferred Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 9. The 2014 Alternative designates a seasonal open period for trail 4162, which is impacted by early and late season use. The trail will be available to two-wheeled motor vehicle use from July 1 to September 30, when the trail is drier and less susceptible to soil and water impacts. The reductions in route density proposed within this management area would minimize impacts to soil, water, and vegetation and provides for existing and future recreation needs.

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative maintains the number of routes within 300 feet of water quality impaired streams in the Garden Creek-Salmon River 5th field hydrologic unit and in the Yankee Fork these numbers are maintained or reduce. No routes are within 300 feet of streams in the Slate Creek-Salmon River 5th field hydrologic unit. In the Squaw Creek 5th field hydrologic unit the number of routes within 300 feet of water quality impaired streams are reduced when the 2009 Preferred Alternative is compared to the No Action Alternative. Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

In the Squaw Creek 5th field hydrologic unit Alternative 5 has 21 routes within 300 feet of water quality impaired streams compared to nine for Alternative 3 (Table 3-9, 2009 FEIS p. 3.35, AR046417). The differences between Alternative 3 and 5 reflect the fact that Alternative 3 does not allow motor vehicle access to dispersed camping in riparian areas.

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest plan direction specific to Management Area 9 is to “Maintain or improve habitat condition and diversity for elk, mule deer, bighorn sheep, and mountain goats”. Additional direction stipulates to “Coordinate activities to maintain or improve the quality of springs, wet meadows, calving, rutting, and security areas for elk” (AR041873).

Management Area 9 is within Idaho Fish and Game Unit 36B. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended, “We would like travel off designated routes for game retrieval to be prohibited.” The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 9 was open to motorized and mechanized vehicles only on roads and trails identified by Forest route Markers. Off-road and off-trail use was allowed when retrieving legally taken big game carcasses when a direct route not disturbing soil or vegetation was available. Game retrieval was not allowed on restricted or closed routes. Fish and Game also stated, in the same letter, that “The current travel management should

be maintained in Area C in upper Squaw Creek. Roads 041 and 045…… should be the only designated routes in lower Squaw Creek to improve and maintain big game security".

Idaho Fish and Game concerns were addressed through the application of seasonal restrictions on Trails 40041 Squaw Creek and Trail 40045 Trealor Creek. Two purposes of seasonal restrictions are to protect calving and fawning habitat as well as minimizing impacts during wet periods on trails.

In addition, numerous comments were also received from individuals and an outfitter guide within this management area. Comments focused on designation of trails for ATV closure vs. designating a trail ATV, keeping motorized single track and seasonal protection for routes in order to protect important elk breeding and calving grounds. The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative. No unauthorized trails were added to the system.

Table B 39. Comparison of vehicle class designations for the No Action Alternative and 2009 ROD Alternative, management area 9

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40029 Martin Creek	2 Wheel Vehicle-Open July 1-September 30	ATV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
40041 Squaw Creek	ATV-Open July 1-September 30	ATV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
40045 Trealor Creek	ATV Open July 1-September 30	Trail - ATV and two wheeled with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
40045 Trealor Creek	-------	Trail - ATV closed and two wheeled with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness	same

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
		setting	
4148 Eleven Mile-Martin Creek	2 Wheel Vehicle-Open July 1- September 30	OHV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
4148 Eleven Mile-Martin Creek	2 Wheel Vehicle-Open July 1- September 30	OHV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
4149 Squaw Creek	2 Wheel Vehicle-Open July 1-September 30	OHV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
4149 Squaw Creek	2 Wheel Vehicle-Open July 1- September 30	OHV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
4151 McKay-Eleven	2 Wheel Vehicle-Open July 1- September 30	OHV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
4152 Buster Lake	2 Wheel Vehicle -Open July 1- September 30	ATV with a seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	same
4152	2 Wheel Vehicle Open	2 Wheel Vehicle with a	ATV open July 1st

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Buster Lake	July 1- September 30	seasonal motorized recreation experience that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting	through September 30th
4159 Trealor Creek	ATV Open Year Round	ATV Open Year Round	same
4162 Peach-Cinnabar	OHV- Open Year Round	2 Wheel Vehicle open year round	2 Wheel Vehicle open from July 1st-September 30th.
4162 Peach-Cinnabar	OHV-Open Year Round	2 Wheel Vehicle open year round	2 Wheel Vehicle open from July 1st-September 30th.
4201 Beef Pasture	OHV-Open Year Round	2 Wheel Vehicle open July 1-September 30	ATV open from July 1st-September 30th

Ungulate big game species include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. To help assess these impacts the acreage and percent habitat security by 5th field hydrologic unit was assessed. The following table displays this data for 5th field hydrologic units within Management Area 9. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 40. Comparison of acres and percent habitat security by 2009 Alternatives, management area 9

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Garden Creek Salmon R.	28,634	7,760 [27]	11,117 [39]	11,310 [39]	11,793 [41]	9,330 [33]	11,162 [39]
Slate Creek Salmon R.	39,193	8,065 [22]	8,788 [24]	13,083 [36]	14,762 [41]	13,103 [36]	13,103 [36]
Yankee Fork	121,590	54,006 [44]	60,833 [50]	61,666 [51]	73,131 [60]	57,071 [47]	63,118 [52]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives maintain or increase habitat security and protection during critical life stages when compared to the No Action Alternative (Alternative 0) for all the 5th field hydrologic units. Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 9 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

No user-created trails were designated when designing a system of motor vehicle trails for Management Area 9 and only previously designated (system trails) were include in the design.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received numerous comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Most comments on trails within this management area centered on designation of trails for ATV closure vs. designating a trail ATV, keeping motorized single track and seasonal protection for routes in order to protect important elk breeding and calving grounds.

The following table displays a sampling of comments.

Table B 41. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 9

Trail Number and Name	Letter #	Comment
40029 Martin Creek	789	". . . route No.40660, 40029, 40041, 40045, 40697 and 40044 are not currently 4-wheeler accessible either. If it is a spur road it should be closed anyways for its namesake it wasn't a road to begin with it is a side road or trail that someone made by using all the time or it was an old logging road that has already been closed, but still being used or needs to be closed anyhow."
40041 Squaw Creek	789/183	Same comment as 40029 and the current travel management should be maintained in Area “C” in upper Squaw Creek. Roads 041, 045, 048, and 049 should be the only designated routes in lower Squaw Creek to improve and maintain big game security.
40045 Trealor Creek	789	Same comments as 40041
40045 Trealor Creek	789	Same comments as 40041
4148 Eleven Mile-Martin Creek	938	"I absolutely do not support conversion of Eleven Mile Creek/Marten Creek # 4148, McKay Creek # 4151, and Aspen Creek # 4152 to ATV trails. Please, do not convert these trails for ATV use.”
4149 Squaw Creek	856	"The Squaw Creek Trail #4149 is currently designated for seasonal two-wheeled motorized use (July 1st through September 30th). This trail provides an essential connector between Bayhorse and the Custer Motorway. In order to provide a long-distance ATV (all-terrain vehicle) riding opportunity, the Idaho Department of Parks and Recreation requests this trail eventually be designated for seasonal ATV use. After future site-specific analysis and reconstruction, this trail can be designated for ATV use."
4151 McKay-Eleven	938	“Single-track trails are a highly prized commodity in Idaho but are slowly being converted to ATV standards. While I completely agree ATV’ers need good opportunities too, these opportunities should not be at the expense of single-track trail users, especially in areas like this where trails are extremely valuable."
4152 Buster Lake	856	"4149 and 4152 should be improved to ATV (all-terrain vehicle) and OHV (off highway vehicle) use."
4159 Trealor Creek	789	". . . trail 4159, 4201 & 4152 in alternative No.3, never has been 4-wheeler trail accessible and should remain that way! Reason being a lot of parks and meadows, springs and bogs that OHV (off highway vehicle) users like to tear up and mud bog in and around this area. Also, critical habitat for fish, deer and elk."
4162 Peach-Cinnabar	910	“. . . the Peach-Cinnabar Trail #4162 would have to be reconstructed to accommodate ATV use . . . Trails such as these should be dropped from the final decision."
4162 Peach-Cinnabar	910	"Alternative 4 designates several routes for ATV (all-terrain vehicle) use when the trail tread width is too narrow to accommodate ATV use. For example, the Peach-Cinnabar Trail #4162 would have to be reconstructed to accommodate ATV use. This travel planning process does not conduct any construction-related activities. Trails such as these should be dropped from the final decision."
4201 Beef Pasture	728	"The segment of 4152 from intersection with 4201 to Buster Lake, intersection with 4153 and 40069. Change this segment to "open 50" or less, all year. Trail is wide enough. Will create loop access to Buster Lake and Challis.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this Management Area. As displayed in the table above, the travel designation on many of the trails (OHV or Two wheel, with seasonal closure to protect fawning and calving areas) retained their travel designation and seasonal limitation in order to continue minimizing impacts to habitat security, to respond to the demand for motorized single track and to restore/maintain routes to the motor vehicle class for which they were originally constructed. Seasonal restrictions were maintained (FEIS Appendix H p. H-2).

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 9 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particle class of motor vehicle.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS. If an alternative is not listed for a given trail it was either not considered under that alternative or not designated as a trail prior to this NEPA action.

Table B 42. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative for motor vehicle trails within the management area or prescription area, management area 9

Trail Number and Name	Alternative, Vehicle Class and Season of Use[1]	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40029 Martin Creek	Alt. 0: 2WL5 Alt. 4: ATV5 Alternative 5: ATVB	ATVB	Same
40041 Squaw Creek	Alts. 0, 1 and 4: ATV5 Alternative 5: ATVB	ATVB	Same
40045 Trealor Creek	Alts. 0, 1 and 4: ATV5 Alternative 5: ATVB	ATVB	Same
40045 Trealor Creek	Alts. 0, 1 and 4: ATV5 Alternative 5: ATVB	2WLB	Same
4148 Eleven Mile-Martin Creek	Alts. 0, 1: 2WL5 Alt. 4: ATV5 Alternative 5: 2WLB	2WLB	Same
4148 Eleven Mile-Martin Creek	Alts. 0, 1: 2WL5 Alt. 4: ATV5 Alternative 5: 2WLB	2WLB	Same
4149 Squaw Creek	Alts. 0, 1: 2WL5 Alt. 4: ATV5 Alternative 5: 2WLB	2WLB	Same

Trail Number and Name	Alternative, Vehicle Class and Season of Use[1]	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
4149 Squaw Creek	Alts. 0, 1: 2WL5 Alt. 4: ATV1 Alt 5: ATVB	2WLB	Same
4151 McKay-Eleven	Alt. 4: ATV5	2WLB	Same
4152 Buster Lake	Alts. 0, 1, 4: ATV1 Alt. 3: 2WL1 Alternative 5: ATV1	ATV1	Same
4152 Buster Lake	Alt. 0: OHV1 Alts. 1, 3, and 5: 2WL1 Alt. 4: ATV1	2WL1	Same
4159 Trealor Creek	Alts. 0, 4: OHV1 Alternative 5: 2WL	2WLB	Same
4162 Peach Cinnabar	Alt. 0: OHV1 Alts. 1, 3, and 5: 2WL1 Alt. 4: ATV1	2WL1	2WLB

[1] ATV1: ATV year round; OHV 1: OHV year round, 2WL1: 2 Wheel Vehicle year round; ATV5: ATV open July 1-September 30th; 2WL 5: Two wheel vehicle route open July1-September 30th; 2WLB: Two wheel vehicle route with seasonal closure to provide a non-motorized hunting experience in a non-wilderness setting and to protect calving and fawning (AR 046869-046871).

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have slightly reduced route densities and minimized impacts to soil, water and vegetation within this management area when compared to the 2014 FSEIS Alternative, the Responsible official chose to maintain the existing motor vehicle trail system within this management area to provide recreation opportunities. The 2014 FSEIS Alternative designates Trails 4148, 4149, 4151, and 4152 for motor vehicle use and in order to incorporate desirable loop opportunities for motorcycle use. Additionally, in response to public comments received on the 2013 DSEIS, and because trail 4162 is impacted by early season and late season use, the responsible official chooses to apply a seasonal open period of July 1 to September to further minimize impacts to soil and water resources.

Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area and provides seasonal open periods that protect calving and fawning habitat. All motor vehicle trails (except 4159) and most roads within the Management Area have a seasonal operating period that protect calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle

uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above.

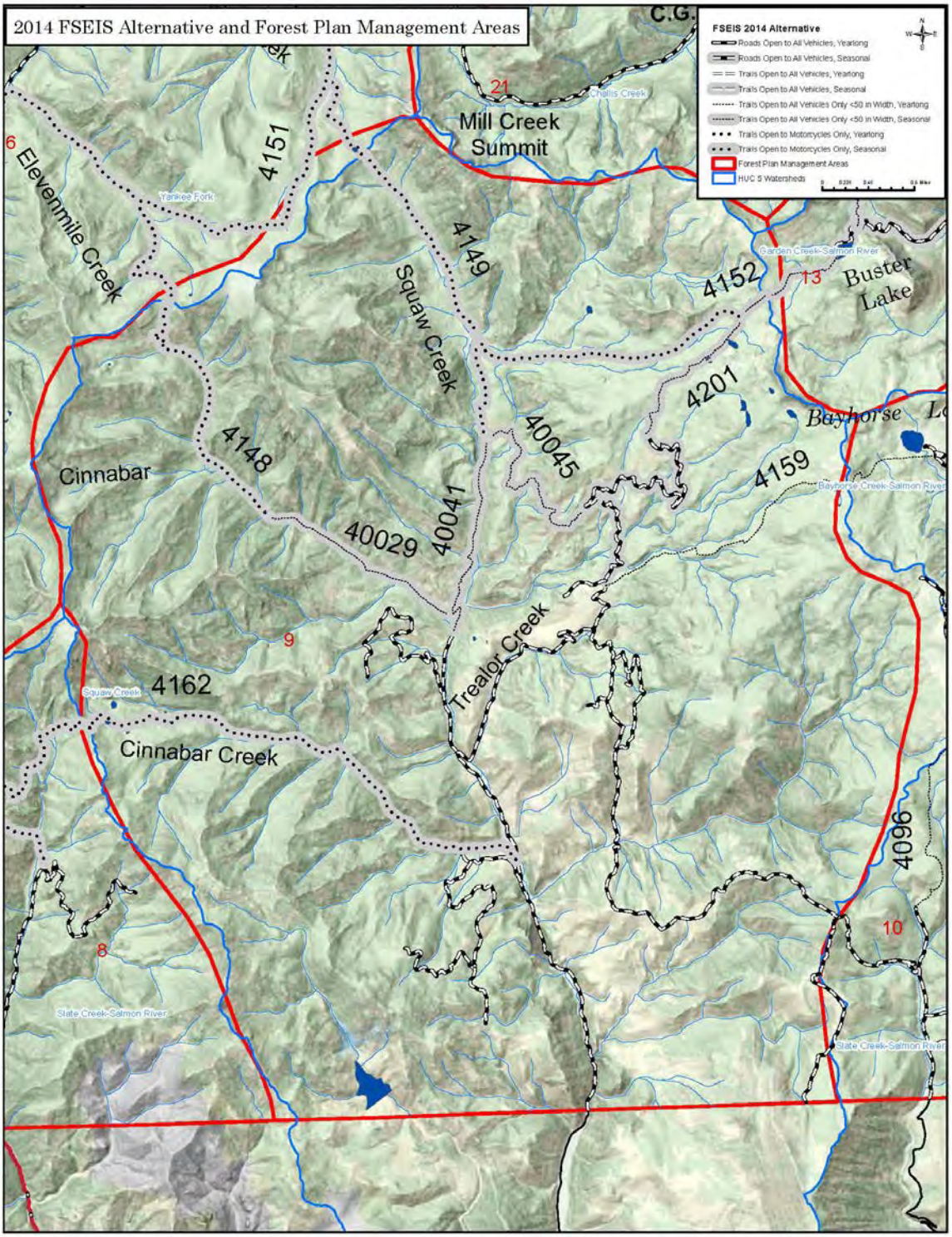

Figure B 8. Management Area #9, Squaw Creek

Management Area #10, Bayhorse

The Challis National Forest Plan describes a desired future condition for this management area as:

Bayhorse Lakes will continue to provide water oriented recreation opportunities. A potential exists for a moderate-sized mineral operation to occur, which would be very noticeable in the Bayhorse drainage. Current wildlife habitat capability will be maintained.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities, range administration and maintenance of water quality.

Specific Plan direction includes:

1. Provide for a wide spectrum of outdoor recreation activities and emphasize dispersed recreation.
2. Protect and preserve cultural and historic sites or features.
3. Maintain or improve habitat condition and diversity for elk, mule deer, bighorn sheep and mountain goats. Maintain aquatic habitat conditions for resident fisheries.
4. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
5. Maintain or improve water quality and soil productivity.

In designing a system of designated trails Management Area 10, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

This management area is southwest of the town of Challis with the Bayhorse Lakes basin in the north end of the area. The east side is accessed through Bayhorse State Park, and the town of Clayton is south of the area where the Kinnikinic Creek road originates and enters this area. It is adjoined by BLM land along the south and east management area boundary.

A system of 3 designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. The entire management area was designated in the previous travel plan as being generally open to all motorized vehicles. The designated system of trails within this management area is summarized in the table below.

Table B 43. System of designated motor vehicle trails (2009 ROD Alternative), management area 10

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4096 Kinnikinic Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Slate Creek-Salmon River	1.82
4096 Kinnikinic Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Squaw Creek	0.53
4159 Trealor Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Bayhorse Creek-Salmon River	1.09
4159 Trealor Creek	Trail - ATV and two wheeled open	Challis-Yankee Fork	Squaw Creek	0.09
4206 Happy Hallow-Juliette Creek	Trail 2WL	Challis-Yankee Fork	Bayhorse Creek-Salmon River	4.18
4206 Happy Hallow-Juliette Creek	Trail 2WL	Challis-Yankee Fork	Slate Creek-Salmon River	3.44

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 44. Motor vehicle route density in miles per square mile, management area 10

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Bayhorse Creek-Salmon River	1.6	1.1	1.2	1.4	1.3
Slate Creek-Salmon River	1.1	0.9	0.9	0.9	0.9
Squaw Creek	1.2	0.8	0.5	1.0	0.9

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in all HUCs. Route densities are reduced when compared to the No Action Alternative in all three 5th field hydrologic units within the management area. The 2009 Preferred Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 10. Reducing route density within this management area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 10 is “Maintain or improve habitat condition and diversity for elk, mule deer, bighorn sheep and mountain goats.”

Management Area 10 is within Idaho Fish and Game Management Unit 36B. In a letter dated April 10, 2007 (AR000647), Fish and Game recommended “a seasonal closure from 9/1-11/30 should be put on Trail #4159 to improve big game security. In another letter dated November 14, 2007 (AR010498), Fish and Game recommended “…that trail 4206 be designated non-motorized because there is a year-round open route running parallel to this trail. Reducing the open route density would improve big game security.”

To respond to the high public demand for motor vehicle recreation opportunities in this area, the Responsible Official considered an array of the motorized uses already established in this management area, including trail 4206. Seasonal use was considered for Trail 4096 in Alternative 3, but not on 4159. The responsible official chose to keep Trail 4159 open for yearlong ATV access from Bayhorse drainage to Squaw Creek drainage to provide loop opportunities.

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by alternative within each 5th field hydrologic unit. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 45. Comparison of acres and percent habitat security by 2009 Alternatives, management area 10

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Bayhorse Creek-Salmon River	13,860	29 [0]	29 [0]	3,977 [29]	7,219 [52]	3,564 [26]	3,593 [26]
Slate Creek-Salmon River	36,193	8,065 [22]	8,788 [24]	13,083 [36]	13,897 [38]	13,103 [36]	13,103 [36]
Squaw Creek	40,826	6,653 [16]	15,019 [37]	25,396 [62]	26,144 [64]	23,073 [57]	24,822 [61]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives increase security habitat in all three 5th field hydrologic units within Management Area 10 when compared to the No Action Alternative. Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 10 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the scoping period (beginning Aug. 3, 2007 and continuing until the DEIS was released) and the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received general comments about motor vehicle uses throughout the Forest and specific comments about trails in this management area. T Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. The following table displays a sampling of comments:

Table B 46. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 10

Trail Number and Name	Letter #	Comment
4159 Trealor Creek	938	"I am adamantly opposed to the conversion of single-track trails to ATV trails in the Squaw Creek area between Yankee Fork and the Bayhorse area. There are several ATV trails already in this area including Trealor Creek and Fanny's Hole, plus many primitive-type roads between Squaw Creek Road and the Bayhorse Road that make this particular area ideal for ATV use."
4159 Trealor Creek 4096 Kinnikinic Creek	910	"The Kinnikinic Creek Trail #4096 is currently designated for all motorized vehicles. Alternative 2 designates this trail for single-track motorized use. ATVs (all terrain vehicles) have been using this trail and it provides a looping opportunity with the Trealor Creek Trail #4159. The Kinnikinic Creek Trail should be designated for ATV use in the final decision."
4159 Trealor Creek	789	". . . trail 4159, 4201 & 4152 in alternative No.3, never has been 4-wheeler trail accessible and should remain that way! Reason being a lot of parks and meadows, springs and bogs that OHV (off highway vehicle) users like to tear up and mud bog in and around this area. Also, critical habitat for fish, deer and elk."
4096 Kinnikinic Creek 4206 Happy Hollow/Juliette	497 Idaho Depart-ment of Parks and Rec-reation	“. . .The Kinnikinic Creek Trail #4096 is designated for motorbike use in the proposed action. This trail provides an essential ATV connection from Bayhorse State Park into the Squaw Creek Basin. In order to provide an ATV loop, the Idaho Department of Parks and Recreation would like to see this trail identified as a future ATV opportunity throughout the range of alternatives along with the Happy Hollow/Juliette Trail #4206."

The Responsible Official considered the conflicting desires of the users, the Management Direction for this area and the significant public desire for motorized recreation near the town of Challis and in conjunction with the nearby Idaho Department of Parks and Recreation Land of the Yankee Fork Visitor Center and Bayhorse State Park. The decision reflects a balance of specifically designated motor vehicle trails in this area that could be shared by the combined efforts of the Forest Service, Bureau of Land Management and Idaho Department of Parks and Recreation.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 10 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS and the 2014 FSEIS Alternative.

Table B 47. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternatives, 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 10

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
4096 Kinnikinic Creek	Alt. 0: OHV1 Alts. 1and 4: 2WL1	ATV1	Same
4159 Trealor Creek	Alts. 0, 1and 4: ATV1 Alt. 3: 2WL1	ATV1	Same
4206 Happy Hallow-Juliette Creek	Alts. 0 and 4: OHV1 AltS. 1, and 3: 2WL1	2WL1	Same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. The management area is located just southwest of the town of Challis, Idaho. The designated routes and areas are not directly adjacent to any communities, however, private land and residential properties are located along the major road leading to this management area. No changes are proposed in this route designation project that would increase sound, emissions, or safety concerns.

Conclusion

The Forest has designed and designated a system of routes that minimizes damage to soil, watershed, vegetation and other forest resources.

Harassment of wildlife and significant disturbance of wildlife habitats are minimized by dramatically improving acres of secure habitat available through the change in travel management direction from allowing motor vehicle use anywhere within the management area to allowing motor vehicle use only on designated trails.

Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above.

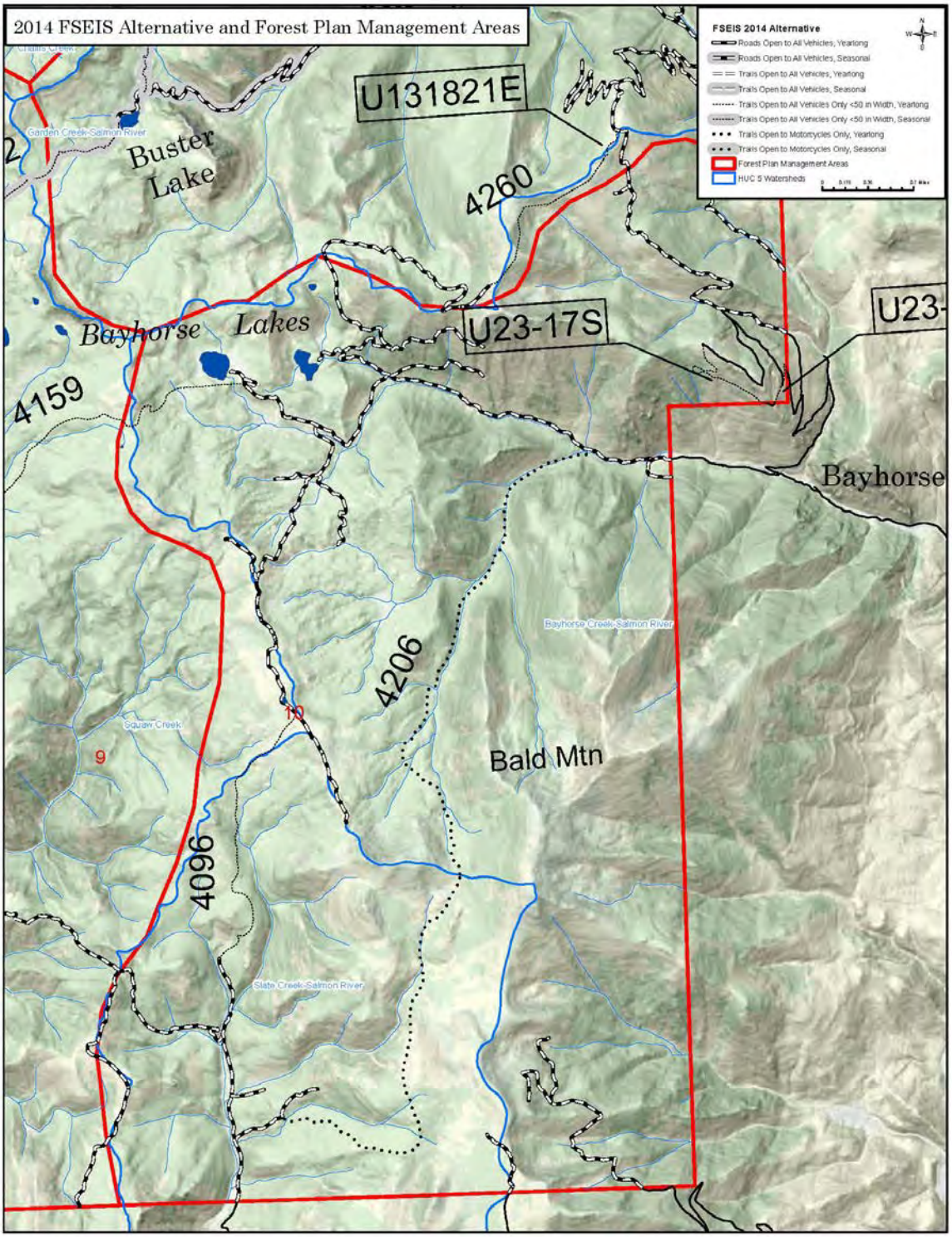

Figure B 9. Management Area #10, Bayhorse

Management Area #11, Pioneer Mountains

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will remain essentially unchanged and undeveloped. Dispersed recreation activities and opportunities will dominate the management strategy. Highly productive range lands will be intensively managed. That portion of the area proposed as Wilderness will remain in its natural condition.

The plan goes on to define a Management Prescription that states:

Management in the proposed wilderness areas, Pioneer Mountain (48,000 acres) and White Clouds (8,000 acres) will emphasize protection of the wilderness attributes. Management outside of those areas will emphasize maintenance of water quality, range administration, enhancement of fish and wildlife habitat and dispersed recreation opportunities.

Specific Plan direction includes:

1. Emphasize dispersed recreation and provide for developed recreation opportunities. Protect wilderness attributes of proposed wilderness areas.

2. Emphasize habitat management for elk, moose, and upland game birds. Improve wildlife and fish habitat quality and maintain current capability levels through improvement projects and coordination with other resources.

3. Emphasize maintaining and improving stream and lake habitat quality.

4. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.

5. Protect or improve soil productivity and water quality.

The Pioneer Mountains Management Area lies between the Mackay Front Management Area and the Sawtooth National Forest which it forms a common boundary. Access is provided by the Trail Creek Road in the north and the Cherry Creek Road from Antelope Creek and Highway 93 in the south. The road through Copper basin connects these two routes.

This area is a popular place to camp, hunt, fish, and ride recreational motor vehicles. Past unmanaged motor vehicle use has caused a proliferation of unauthorized routes and resource damage. The design of motor vehicle routes, the designation of dispersed campsites and increased enforcement in this management area recreation is expected to minimize impacts to Forest resources.

In designing a system of designated trails for the Pioneer Mountains Management Area, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

A system of 49 designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. Fourteen existing system trails (or

system roads converted to trails) and 35 previously unauthorized routes were designated within this management area. The designated system of trails includes:

Table B 48. System of designated motor vehicle trails (2009 ROD Alternative), management area 11, Pioneer Mountains

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40444 Bartlett Burnt	Trail - ATV and two wheeled open	Lost River	North Fork Big Lost River	1.64
40445 Bartlett Creek	Trail - ATV and two wheeled open	Lost River	North Fork Big Lost River	0.85
4054 Phi Kappa	Trail - ATV and two wheeled open In response to public comment, this trail will be closed with a Forest Supervisor's Closure Order until maintenance work is completed to minimize impacts to soils and watershed.	Lost River	North Fork Big Lost River	1.37
4055 Burnt Aspen	Trail – OHV	Lost River	East Fork Big Lost River	0.08
This segment of the trail is closed by injunction because of the Forest's failure to analyze this route for cumulative effects in the 2009 FEIS. The Court stated "… the 0.08-mile segment is the kind of short route for which Defendants failed to analyze cumulative impacts. That fact, along with the other evidence put forward by Plaintiffs, tips the balance in favor of a finding of a likelihood of irreparable harm as to this segment."				
4055 Burnt Aspen	Trail - ATV closed and two wheeled open	Lost River	East Fork Big Lost River	2.83
4055 Burnt Aspen	Trail - ATV closed and two wheeled open	Lost River	North Fork Big Lost River	3.20
4056 Wildhorse Lookout	Trail - ATV and two wheeled open	Lost River	East Fork Big Lost River	3.50
40599 Little Burnt	Trail - ATV and two wheeled open	Lost River	North Fork Big Lost River	1.15
4063 Little Kane	Trail - ATV and two wheeled open	Lost River	Star Hope Creek	1.31
4064 Lake Creek	Trail - ATV and two wheeled open	Lost River	Star Hope Creek	8.56
4064.1 Rough Lake Cutoff	Trail - ATV and two wheeled open	Lost River	Star Hope Creek	0.10
4064.2 Long Lake Cutoff Trail	Trail - ATV and two wheeled open	Lost River	Star Hope Creek	0.73
4064.3 Golden Lake Cutoff Trail	Trail - ATV and two wheeled open	Lost River	Star Hope Creek	1.10
4070 Corral-Stewart	Trail - ATV and two wheeled open	Lost River	East Fork Big Lost River	6.22
U-LR-F-019	Trail - OHV	Lost River	North Fork Big Lost River	0.16

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U-LR-F-056	Trail - OHV	Lost River	East Fork Big Lost River	0.06
U-LR-F-069	Trail - OHV	Lost River	Star Hope Creek	0.05
U-LR-F-075	Trail - OHV	Lost River	Star Hope Creek	0.08
U-LR-F-078	Trail - OHV	Lost River	Star Hope Creek	0.11
U052102B	Trail - OHV	Lost River	Star Hope Creek	0.19
U052110B	Trail - OHV	Lost River	Star Hope Creek	1.00
U052113A	Trail - OHV	Lost River	Star Hope Creek	0.06
U052113B	Trail - OHV	Lost River	Star Hope Creek	0.49
U052123A	Trail - OHV	Lost River	Star Hope Creek	0.80
U052123B	Trail - OHV	Lost River	Star Hope Creek	0.24
U052229A	Trail - ATV and two wheeled open	Lost River	Star Hope Creek	0.15
U062016I	Trail - OHV	Lost River	East Fork Big Lost River	0.06
U062021A	Trail - OHV	Lost River	East Fork Big Lost River	0.06
U062021B	Trail - OHV	Lost River	East Fork Big Lost River	0.04
U062021C	Trail - OHV	Lost River	East Fork Big Lost River	0.01
U062021D	Trail - OHV	Lost River	East Fork Big Lost River	0.01
U062021E	Trail - OHV	Lost River	East Fork Big Lost River	0.02
U062021F	Trail - OHV	Lost River	East Fork Big Lost River	0.05
U062021G	Trail - OHV	Lost River	East Fork Big Lost River	0.03
U062021H	Trail - OHV	Lost River	East Fork Big Lost River	0.04
U062029A	Trail - OHV	Lost River	East Fork Big Lost River	0.06
U062123B	Trail - OHV	Lost River	Star Hope Creek	0.77
U062126C	Trail - OHV	Lost River	Star Hope Creek	0.26
U062126E	Trail - OHV	Lost River	Star Hope Creek	0.66

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U062135A	Trail - OHV	Lost River	Star Hope Creek	0.33
U071816A This small trail segment was not proposed to be designated as a trail in the 2014 FSEIS Alternative	Trail – OHV This segment is proposed for addition as a road to 40477 in the 2014 FSEIS	Lost River	North Fork Big Lost River	0.02
U141-19NJ	Trail - OHV	Lost River	North Fork Big Lost River	0.11
U141-19PM	Trail - OHV	Lost River	East Fork Big Lost River	0.05
U59-11B	Trail - OHV	Lost River	Star Hope Creek	0.19
U60-03G	Trail - OHV	Lost River	Star Hope Creek	0.20
U60-03I	Trail - OHV	Lost River	Star Hope Creek	0.09
U60-03L	Trail - OHV	Lost River	Star Hope Creek	0.30
UR-LR-A035	Trail - OHV	Lost River	East Fork Big Lost River	0.04
UR-LR-A040	Trail - OHV	Lost River	Star Hope Creek	0.12

Additionally, Wildhorse Road 40136 is closed by the injunction, but is not evaluated here because minimization criteria identified in 36 CFR212.55 apply to trails and areas.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

The Forest remedied damage to Trail 4055 Burnt Aspen Trail during the 2012 field season by completing 3.2 miles of trail maintenance to improve drainage and eliminate rutting. Maintenance included construction of 78 water bars and 1,625 feet of meadow rehabilitation consisting of construction of 84 check-steps with borrow material (crushed rock and soil) packed between the checks to repair the trail tread and eliminate rutting which minimizes impacts to soil and water by preventing erosion.

After the release of the DEIS in the fall of 2008, eight areas with resource damage due to unauthorized off-road vehicle use, particularly from accessing dispersed camping areas, were identified. A proliferation of unauthorized routes off Forest system roads and trails has adversely impacted cultural and natural resources in high-use areas. The Wildhorse Road is one of the areas. These areas were analyzed in the FEIS and specific dispersed campsites were designated in the 2009 ROD and in the 2014 FSEIS to prevent unmanaged off-road vehicle access to minimize impacts to soil, water and vegetation. Most previously unauthorized trails listed in the table above are designated for dispersed camping. Dispersed camping is restricted to designated sites displayed on the Motor Vehicle Use Map (MVUM) and signed on the ground along the

Wildhorse Road and Burnt Aspen Road. Dispersed campsites are designated on the MVUM and signed on the ground (AR047087, 2009 Record of Decision p. 17) along 12 short motor vehicle trails off the Wildhorse Road. The previously unauthorized routes designated to provide opportunities for dispersed camping are: 141-19PM, U062016I, U022021B, U062021C, U062021H, U062029A, U-LR-F-056, U062021E, U062021D, U062021G, U062021F, and UR-LR-A035. Soil types in the vicinity of Wildhorse Road have high erosion potential. Designating short spur trails (totaling 0.47 mile) along the 10.2-mile Wildhorse Road where designated dispersed camping is allowed, minimizes impacts to soils and vegetation by limiting the area where disturbances caused by motor vehicles occur.

Motorized route density, which includes both roads and motor vehicle trails is low (0.1 -0.7 mi/mi2) for all three 5th field hydrologic units within the Pioneer Mountains Management Area. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed.

Table B 49. Motorized route density for all three 5th field hydrologic units within the Pioneer Mountains Management Area

HUC 5 Watershed	Motorized Route Density (mi/mi^2) / Miles of Designated Routes in Subwatersheds with a High Watershed Vulnerability Rating					Miles of Designated Routes Within 300 feet of 303(d) Streams. / Number of Inventoried Stream Crossings Open to Motor vehicle use				
	No- Action	Designated System of Routes	Recommended Wilderness/ Roadless Area	Maximum Motorized Emphasis	Preferred	No- Action	Designated System of Routes	Recommended Wilderness/ Roadless Area	Maximum Motorized Emphasis	Preferred
East Fork Big Lost	0.5 / 0	0.5 / 0	0.4 / 0	0.5 / 0	0.4 / 0	27 / 46	27 / 39	22 / 27	26 / 33	25 / 31
North Fork Big Lost	0.6 / 30	0.6 / 30	0.5 / 28	0.7 / 33	0.6 / 33	14 / 42	14 / 42	12 / 31	14 / 47	16 / 42
Star Hope Creek	0.6 / 0	0.5 / 0	0.5 / 0	0.7 / 0	0.6 / 0	2 / 31	2 / 27	3 / 29	4 / 33	4 / 30

The 2009 Preferred Alternative and the 2014 FSEIS Alternative have the same route densities in each HUC. Both alternatives reduce miles of routes within 300 feet of water quality limited streams and miles of designated routes in subwatersheds with high vulnerability ratings in the East Fork Big Lost 5th field hydrologic unit when compared to the No Action Alternative (Alternative 0). Route density is maintained in the North Fork Big Lost and Star Hope Creek 5th field hydrologic units; although miles of designated routes within 300 feet of water quality limited streams and the number of stream crossings is increased in the 2009 Preferred Alternative and the 2014 FSEIS Alternative in these 5th field hydrologic units when compared to the No Action Alternative.

Within the management area, the number of designated routes (roads and motor vehicle trails) increases from 43 miles to 45 miles and the number of stream crossings open to motor vehicle use decreases from 119 to 103 when the 2009 Preferred Alternative and the 2014 FSEIS Alternative is compared the No Action Alternative. The Pioneer Mountains management area is 245,927 acres therefore an increase of two miles of motor vehicle routes is not expected to increase erosion or sediment transport.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2009 ROD Alternative, as well as the 2014 FSEIS Alternative and include the following:

- Necessary protection measures would be enacted so that unacceptable impacts to sensitive plant populations either would not occur or would be mitigated.
- Treat identified noxious weed sites as appropriate.
- Limited motor vehicle use for dispersed camping would be allowed to access dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of either side of most designated system roads and 100 feet on either side of most designated motorized trails where slope, topography, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond, or lake to provide streambank and water quality protection.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36).

An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and is the same for the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

In addition to direction listed above, specific direction for wildlife in Management Area is 11 is to: “Emphasize protection and management of moose, elk, and mule deer reproduction areas. Place special emphasis on riparian areas and in close coordination with range, road building and ORV use.” (Applies to areas outside recommended wilderness.)

Table 50 B below displays the acres and percent of habitat security by 5th field hydrologic unit during critical life stages within Management Area 11. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 50. Comparison of acres and percent habitat security by 2009 Alternatives, management area 11, Pioneer Mountains

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
East Fk. Big Lost River	126,483	64,307 [51]	79,157 [63]	82,979 [66]	89,502 [71]	84,723 [67]	85,843 [68]
North Fk. Big Lost River	72,849	40,676 [56]	46,225 [63]	46,225 [63]	49,184 [68]	42,124 [58]	44,605 [61]
Star Hope Cr.	48,479	23,336 [48]	28,031 [58]	28,359 [58]	29,525 [61]	27,282 [56]	27,864 [57]

The 2009 Preferred Alternative and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives increase the acres and percent secure habitat when compared to the No Action Alternative in the East Fork Big Lost River 5th field hydrologic unit. The 2009 Preferred Alternative decreases the acres and percent secure habitat when compared to the No Action Alternative in the North Fork Big Lost River and Star Hope Creek 5th field hydrologic units. However, within the management area as a whole there are 158,312 acres (64%) of secure habitat which is a two percent increase when compared to the acres and percent secure habitat for the entire management area under the No Action Alternative.

Management Area 11 is within Idaho Fish and Game Management Unit 51. In a letter dated September 19, 2007, (AR010438) The Snake River Region of the Idaho Fish and Game offered these comments about motor vehicle use in this area in response to scoping the Proposed Action.

"Idaho Fish and Game supports Trail Creek and Antelope Creek closures as shown in the Proposed Action (PA) as this protects elk calving, security and migrations." IDFG supports zero motorized roads or trails into Smiley Meadows to promote elk security." Outside of routes shown on the PA, IDFG supports zero motorized road/trail density to benefit mountain goat security. IDFG fully supports the PA as shown but the closures must be effective and enforced."

"The new trail from Wildhorse Guard Station to Kane Creek (ATV trail) creates a loop trail opportunity which is acceptable as a concession for no trails further south than those shown on the proposed action."

Idaho Fish and Game reviewed the Proposed Action when the 2008 DEIS was released for public comment and generally accepted the proposal for motor vehicle trails because it provided big game security in this management area.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received general comments about motor vehicle uses throughout the Forest and specific comments about trails in this management area, particularly Trail 4055 Burnt Aspen Trail. Comments centered on opposing public desires for non-motorized and motor vehicle uses and impacts to proposed wilderness areas from illegal motor vehicle use, concerns for public safety, opportunities for single track riders, and ATV loop opportunities. A small portion (0.08 mile) of Trail 4055 Burnt Aspen Trail is closed by the injunction, while the remainder of the trail is open and accessible from the Kane Creek Road for "out and back" two-wheeled motor vehicle travel. The 0.08 mile

segment was open to OHV use to the trailhead prior to the injunction. The 2014 FSEIS Alternative designates Trail 4055 Burnt Aspen Trail for same motor vehicle uses as the 2009 ROD Alternative which is displayed in Table 50 B above.

Comments are included in the Administrative Record (AR) in the Content Analysis Summary for the DEIS (AR044946-45569). Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Samplings of the comments are listed in Table X and show the route, the numbered letter from the individual submitting the comment, and the comment. The table below does not include all comments for each specific route.

Table B 51. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 11, Pioneer Mountains

Trail Number and Name	Letter #	Comment
4055	924	“BURNT ASPEN TRAIL - PLEASE DO NOT reconstruct this route to accommodate ATV's as proposed in Alt. 2. If ATV's start using this route, the next step will be ATV use on the alpine Boulder Lake Ridge between Kane Ck and Wildhorse Ck."
4055	903	The Proposed Action considered “…adding some trails in the Copper Basin and Iron Bog areas that are currently off limits to any motorized use. By opening them up, you're just inviting expansion of more illegal use of areas to drive their vehicles in that which should be off limits. Please reconsider these expansions . You’re also talking about opening up Burnt Aspen Trail to ATV's (all-terrain vehicles). If you've ever been up there it is steep as hell with dozens of narrow switchbacks. Someone is going to kill themselves up there!"
4055	910	"The Burnt Aspen Trail #4055 is designated for ATV (all-terrain vehicle) use under Alternatives 2 and 4. Alternative 3 designates this trail for single-track motorized use. This trail is a great single-track trail for motorcyclists. The trail provides motorcyclists with one of the few scenic single-track trail experiences in Copper Basin. The IDPR recommends this trail be open to two-wheeled motorized use as identified in Alternative 3."
4055	867	Conversion of the Burnt Aspen trail (4055) from motorcycle to ATV would provide an outstanding scenic loop. While the terrain is very steep and rugged, it would be similar to the top parts of the Stewart Canyon trail (4070), and more resistant to erosion if developed for ATVs."
4055	497	"The Burnt Aspen Trail #4055 is identified as an ATV (all-terrain vehicle) Trail in the proposed action. This trail is an outstanding ATV opportunity. We encourage the Salmon-Challis National Forest to designate this trail as an ATV trail in the final decision."
4055	853	"Because I hike in the Pioneers and am familiar with the trail usage, I am concerned that in your maps Proposed Action Alternative 2 shows some unauthorized trails being added to the travel map in places where it has been illegal to ride off the trails in Copper Basin. Legitimizing these trails by adding them to the map will encourage illegal use to continue to create new trails. Another area of concern is opening the Burnt Aspen Trail to ATVs (all-terrain vehicles). This trail includes steep and narrow switchbacks through forested areas and is not suitable for ATVs."
4055	909	You should also close to motorized use the Toolbox Creek trail to Herd Peak. Many years ago, 3 of us had a wonderful hike down East Pass

Trail Number and Name	Letter #	Comment
		Creek, up West Herd Creek, past Herd Peak, and back on the scenic ridge south of Meridian Creek. It's obvious that motorized users, if allowed up the Toolbox Creek Trail, would be tempted to access the ridge and intrude into the recommended Herd Creek wilderness. I also support closing the Wildhorse Creek Road above the campground to motors. I've walked up it twice. Vehicles are intrusive on this rough road, which without them makes a great walking trail."
4064 4064.1 4064.2 4064.3	867	The Lake Creek trail (4064) in Copper Basin and its related loop sections 4064.1, .2, and .3 was once open to all vehicles. That the trail remain open to ATVs (all-terrain vehicles) is vital to maintaining the area. This area, if closed to motorized, would surely result in illegal challenges to the closure and damage to the surrounding land.
4064	903	"You're trying to extend some trails 1/2 to 1 mile further so people can ride to some small lakes at the end of the Lake Creek Basin area. Why don't they get off their ATV's or dirt bikes and walk!? The whole idea is serenity and view of nature. It's done much better and is much quieter if you walk!"
4070	867	"Stewart Canyon to Corral Creek (4070) is marked to remain an ATV (all- terrain vehicle) road and should remain so. This is a key element in the various loops from Mackay to Copper Basin

No public comments were received regarding other system or previously unauthorized tails within this management area.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 11 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The table below shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS and the 2014 FSEIS Alternative motor vehicle class is displayed as well.

Table B 52. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 11, Pioneer Mountains

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40444	All Alternatives ATV and two-wheel open	Trail - ATV and two wheeled open	Same
40445	All Alternatives ATV and two-wheel open	Trail - ATV and two wheeled open	Same
4054	Alt. 0, 1, and 3 non-motorized, Alt. 4 OHV, Alt. 5 ATV	Trail - ATV and two wheeled open	Same
4055 (0.08-mile segment)	Alt. 0,1, 3, 4 non-	Trail - OHV	Same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
	motorized, Alt. 5 OHV		
4055	Alt. 0 OHV, Alt. 1 and 3 two-wheeled, Alt. 4 ATV, Alt. 5 two-wheeled	Trail - ATV closed and two wheeled open	Same
4056	Alt. 0 OHV, Alt, 1 two-wheeled, Alt. 3, 4, and 5 ATV	Trail - ATV and two wheeled open	Same
40599	All alt. ATV	Trail - ATV and two wheeled open	Same
4063	Alt. 0 OHV, Alt. 1 non-motorized, Alts. 3, 4 and 5 ATV	Trail - ATV and two wheeled open	Same
4064	Alt. 0 OHV, Alt. 1 non-motorized, Alts. 3, 4 and 5 ATV	Trail - ATV and two wheeled open	Same
4064.1	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 ATV	Trail - ATV and two wheeled open	Same
4064.2	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 ATV	Trail - ATV and two wheeled open	Same
4064.3	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 ATV	Trail - ATV and two wheeled open	Same
4070	All Alts. ATV	Trail - ATV and two wheeled open	Same
U-LR-F-019	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U-LR-F-056	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U-LR-F-069	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U-LR-F-075	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U-LR-F-078	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U052102B	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U052110B	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
U052113A	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U052113B	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U052123A	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U052123B	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U052229A	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - ATV and two wheeled open	Same
U062016I	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021A	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021B	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021C	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021D	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021E	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021F	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021G	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062021H	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062029A	Alt. 0, 1, 3 and 4 non-motorized, Alt. 5 OHV	Trail - OHV	Same
U062123B	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U062126C	Alt. Alt. 0, 1, and 3	Trail - OHV	Same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
	non-motorized, Alt. 4 and 5 OHV		
U062126E	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U062135A	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U071816A	Alt. 1, 2, 3 and 4 non-motorized, Alt.5 OHV	Trail - OHV	Not proposed for trail designation. Added to Road 40477
U141-19NJ	Alt. 1, 2, 3and 4 non-motorized, Alt.5 OHV	Trail - OHV	Same
U141-19PM	Alt. 1, 2, 3and 4 non-motorized, Alt.5 OHV	Trail - OHV	Same
U59-11B	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U60-03G	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U60-03I	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
U60-03L	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
UR-LR-A035	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same
UR-LR-A040	Alt. 0, 1, and 3 non-motorized, Alt. 4 and 5 OHV	Trail - OHV	Same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative best meets the purpose and need because it is most responsive to opposing public views for motorized and non-motorized trail uses. The Forest has maintained and repaired Trail 4055 to remedy harm and minimize impacts to soil, water and vegetation. Particular locations within Management Area 11 are extremely popular for camping, fishing and ATV and motorcycle riding and dispersed camping including the Wildhorse area, access to the Big Lost River from the Trail Creek Road, Copper Basin and Starhope. Designating dispersed campsites off the Burnt Aspen trail also minimizes impacts to soil, water and vegetation.

The 2014 FSEIS Alternative provides good security for big game animals. Idaho Fish and Game coordinated with the Forest in the design of a system of roads and trails in this high use area. The responsible official minimized conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses by the designing a system that provides are variety of recreational experiences. There would be no changes of trail designations between the 2009 ROD Alternative and the proposed 2014 FSEIS Alternative within Management Area 11.

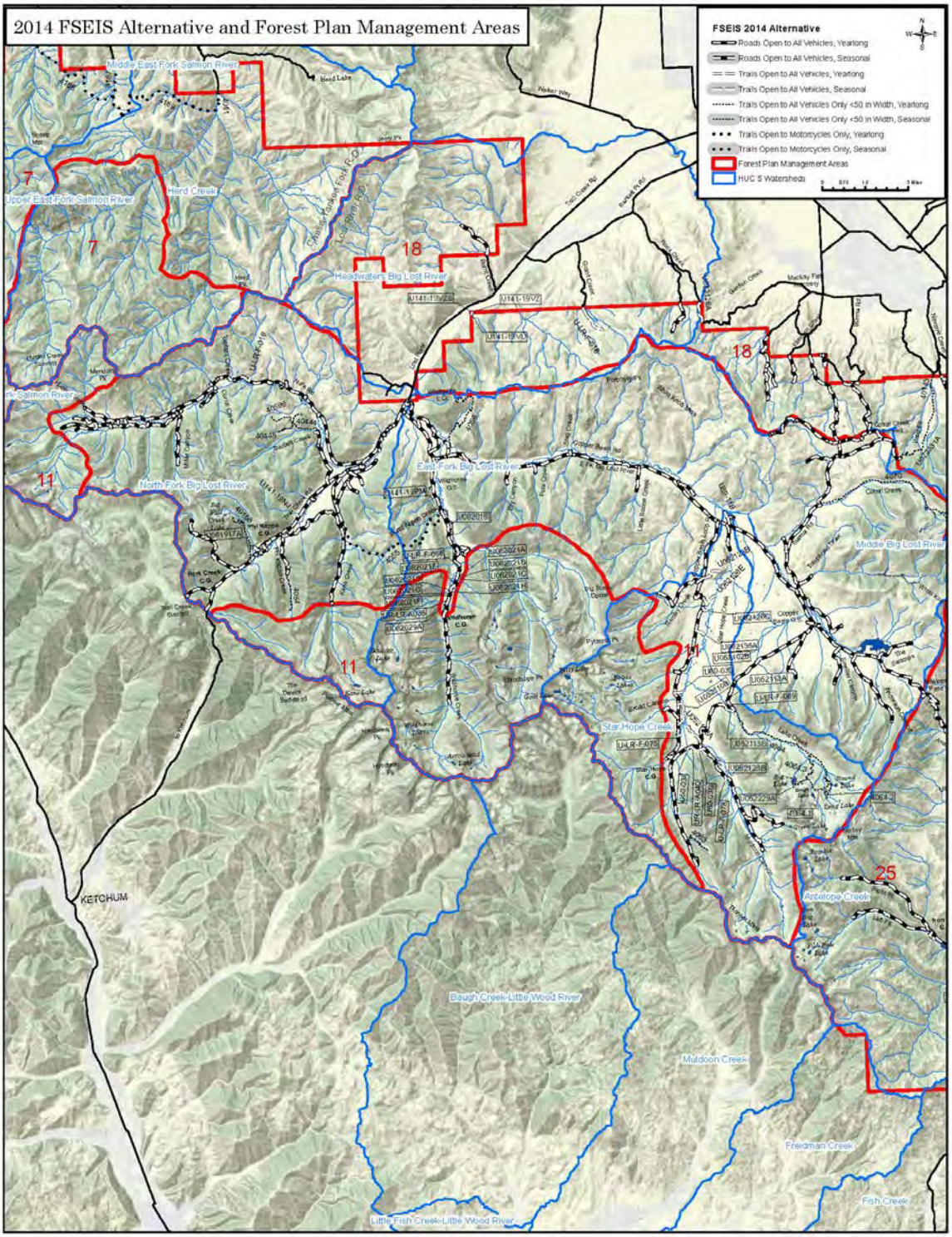

Figure B 10. Management Area #11, Pioneer Mountains

Management Area #12, Arco Hills

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will remain essentially undeveloped.

The plan goes on to define a Management Prescription that:

…will emphasize protection of visual qualities on slopes facing Highway 93 and enhancement of wildlife habitat.

Specific Plan direction includes:

1. Manage for dispersed recreation.
2. Protect and preserve unique, natural, geological, cultural and historic sites or features.
3. Emphasize habitat management of big game and upland game birds. Improve wildlife habitat productivity through improvement projects and coordination with other resources.
4. Protect or improve soil productivity and water quality.

In designing a system of designated trails for Management Area 12, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses

This management area is located northeast of the town of Arco and east of the town of Moore, southwest of the Little Lost River Valley, and west of the town of Howe. It is adjoined by BLM land along the northern, eastern and southern management area boundaries.

A system of six designated trails was included in the ROD Alternative and is carried forward into the 2014 FSEIS Alternative for this management area. Of these trails, two were previously unauthorized routes (identified by the letter “U” in the table below) and were analyzed in detail and included in the final design of the designated trail system. The designated system of trails within this management area includes:

Table B 53. System of designated motor vehicle trails (2009 ROD Alternative), management area 12

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40559 Jumpoff Peak	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	3.17
40562 Wood Canyon Spur 1	Trail - ATV and two wheeled open	Lost River	Lower Big Lost River	0.47
40562 Wood Canyon Spur 1	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	0.30
40573 Horsethief Canyon Spur 7	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	0.78
40736 Arco Pass Spur	Trail - ATV and two wheeled open	Lost River	Lower Big Lost River	0.55
40736 Arco Pass Spur	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	1.60
U062833A	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	1.22
U80-6	Trail - ATV and two wheeled open	Lost River	Lower Big Lost River	0.03
U80-6	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	0.29

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 54. Motor vehicle route density in miles per square mile, management area 12

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Lower Big Lost River	1.1	0.9	0.9	1.0	0.9
Lower Little Lost River	0.7	0.5	0.5	0.5	0.5

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in each HUC. Route densities are reduced when compared to the No Action Alternative and has the same level of route density reduction as Alternative 3, which generally reduces route density the most of all action alternatives. The reductions in route density proposed within this management area would minimize impacts to soil, water, and vegetation and provides for existing and future recreation needs.

Also, in all alternatives, there are no routes within 300 feet of water quality impaired streams 303(d) for both 5th field hydrologic units (Table 3-11, 2009 FEIS p. 3.39, AR046421). The lack of miles within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2009 ROD Alternative and the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36).

An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and is carried forward into the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 12 is to “Emphasize habitat management activities of big game and upland game birds” and “Improve wildlife habitat productivity through improvement projects and coordination with other resources.” Forest-wide direction states “Where ORV use is causing serious conflicts with big game use of winter habitat, the areas will be closed to ORV use.”

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, mountain goats, and pronghorn antelope. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). As displayed in Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996) the acres and percent of habitat security by 5th field hydrologic unit are described in the following table.

Table B 55. Comparison of acres and percent habitat security by 2009 Alternatives, management area 12

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Lower Big Lost River	17,078	4,525 [26]	5,622 [33]	7,926 [46]	7,496 [44]	5,816 [34]	7,189 [42]
Lower Little Lost River	64,707	24,868 [38]	33,773 [52]	43,356 [67]	40,634 [63]	36,768 [57]	38,069 [59]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives increases the number of acres and percent big game security when compared to the No Action Alternative (Alternative 0) for all 5th field hydrologic units in this management area. Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 12 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Most comments on trails located within this management area centered on multi-use, multi-use with ATV and potential trail improvements to accommodate ATV use.

Most of the Salmon-Challis National Forest is adjacent to lands managed by the Bureau of Land Management. Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and both the Challis office of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

The Administrative Record includes correspondence between agencies that demonstrates consideration of recreational opportunities and access needs and minimization of conflicts on neighboring public lands in making route designations. Within Management Area 12, there were no specific concerns or comments identified by Agencies or individuals regarding the designation of these specific routes.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 12 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS as well as the 2014 FSEIS Alternative.

Within Management Area 12, there was no apparent conflict among the different classes of motor vehicle uses on Forest System lands. The alternative uses were resolved by designating class of vehicles appropriate to minimizing the effects discussed in criteria 1 and 2.

Table B 56. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 12

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40559 Jumpoff Peak	Alt. 1 - 8.70 miles open to all vehicle types, yearlong; Alt. 3, 4 & 5 - 5.55 miles open to all vehicle types yearlong, 3.17 miles open to ATV and 2-wheel use yearlong.	5.55 miles open to all vehicle types yearlong, 3.17 miles open to ATV and 2-wheel use, yearlong.	Same
40562 Wood Canyon Spur 1	Alt. 1 – 1.45 miles open to All vehicle types, yearlong; Alt. 3, 4 & 5 - 0.68 miles open to All vehicle types yearlong, 0.77 miles open to ATV and 2-wheel use, yearlong.	0.68 miles open to All vehicle types yearlong, 0.77 miles open to ATV and 2-wheel use, yearlong.	Same
40573 Horsethief Canyon Spur 7	Alt. 1 – open to All vehicle types, yearlong; Alt. 3, 4 & 5 - open to ATV and 2-wheel use, yearlong.	Open to ATV and 2-wheel use, yearlong.	Same
40736 Arco Pass Spur	Alt. 1 – open to All vehicle types, yearlong; Alt. 3, 4 & 5 –open to ATV and 2-wheel use, yearlong.	Open to ATV and 2-wheel use, yearlong.	Same
U80-6	Alt. 0 – open to OHV use yearlong. Alt. 3, 4 – open to ATV and 2-wheel use, yearlong. Alt 5 – not open to motorized use.	Open to ATV and 2-wheel use, yearlong.	Same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is generally very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Management Area 12 is within Butte County east of the town of Arco (See map). Motor vehicle use is compatible with the existing condition of this rural area with most of the local populace favoring motor vehicle use.

Conclusion

The 2014 FSEIS Alternative with route additions included in the 2009 ROD was selected by the responsible official. A portion of road 40559 was designated for ATV use to make a “through route” along the eastern side of the management area and a segment of 40736 and trail U80-6 were designated to provide loop opportunities. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes with low route density within the management area.

No conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been identified. The management area is surrounded by BLM land managed from the Idaho Falls Field Office; however this BLM unit had not started the travel process when the 2009 decision was made. The proposed 2014 FSEIS Alternative is the same as the 2009 ROD Alternative.

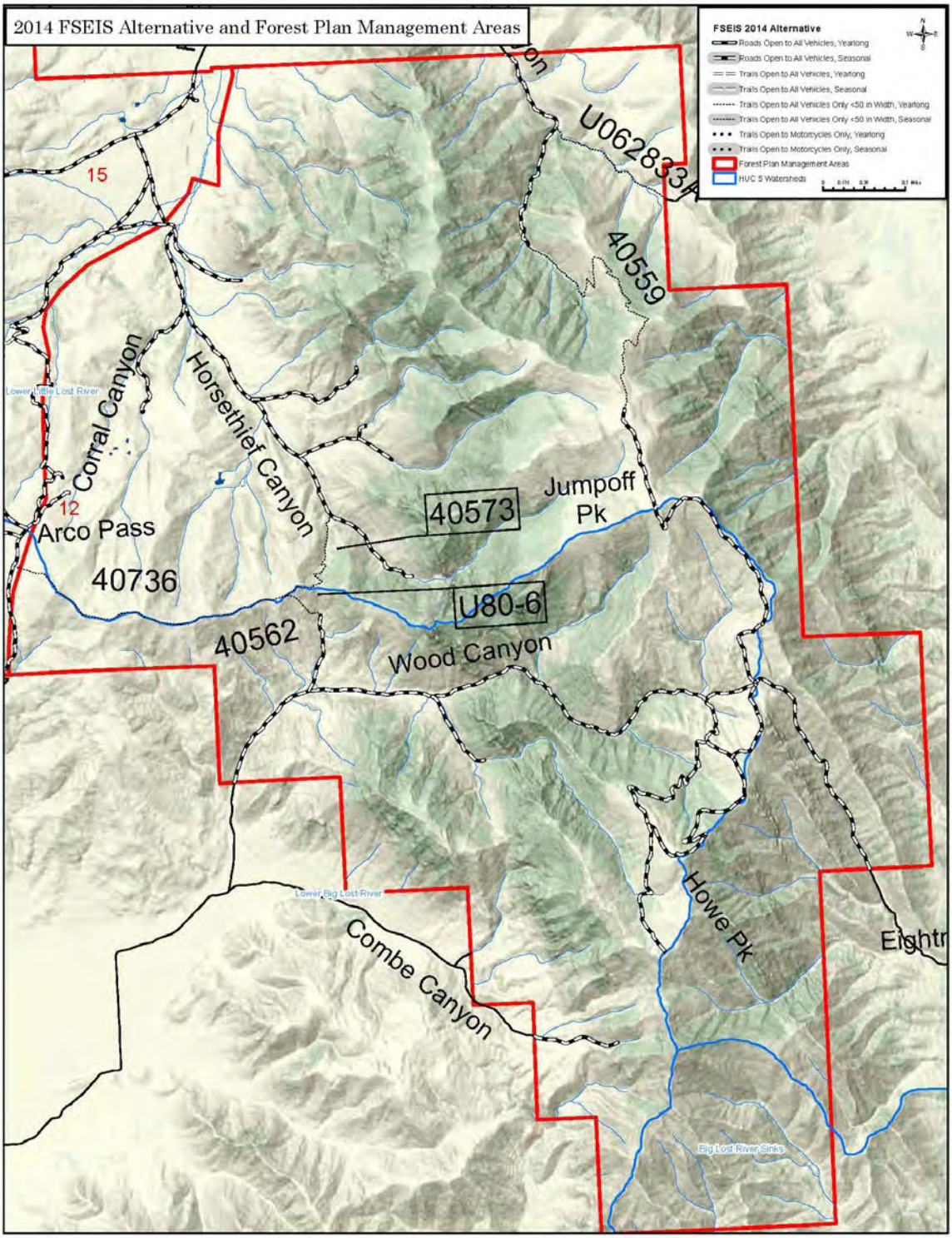

Figure B 11. Management Area #12, Arco Hills

Management Area #13, Garden Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will remain essentially unchanged. Activities within the unit will maintain or enhance the municipal watershed water quality.

The plan goes on to define a Management Prescription that:

…will emphasize protection of the municipal watershed, range administration and maintenance of water quality.

Specific Plan direction includes:

1. Provide dispersed recreation opportunities.
2. Improve wildlife habitat productivity through coordination with other resources and some minor improvement projects.
3. Manage the most productive and accessible areas for timber production.
4. Manage for improved water quality and soil productivity.

In designing a system of designated trails for Management Area 13, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

This management area is immediately southwest of the town of Challis bounded on the south by the Bayhorse Lakes basin and on the north by the Mill Creek drainage in which runs the eastern portion of the Custer Motorway. It is adjoined by BLM and private land along western management area boundary.

A system of six trails was designated in the ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. Existing trail 4260 and its newly mapped connector U131821E between roads 40021-Pothole and 40245-Keystone Mountain along the southern edge of Management Area13, was not previously authorized for motor vehicle use. The designated trails include:

Table B 57. System of designated motor vehicle trails (2009 ROD Alternative), management area 13

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4152 Buster Lake	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Garden Creek-Salmon River	0.79
4153 Fanny's Hole	Trail - ATV and two wheeled seasonal	Challis-Yankee Fork	Challis Creek	0.15
4153 Fanny's Hole	Trail - ATV and two wheeled seasonal	Challis-Yankee Fork	Garden Creek-Salmon River	0.76
4260 Not named	Trail - ATV and two wheeled open	Challis-Yankee Fork	Bayhorse Creek-Salmon River	1.34
4260 Not named	Trail - ATV and two wheeled open	Challis-Yankee Fork	Garden Creek-Salmon River	0.11
U131821E	Trail - ATV and two wheeled open	Challis-Yankee Fork	Bayhorse Creek-Salmon River	0.09
U131821E	Trail - ATV and two wheeled open	Challis-Yankee Fork	Garden Creek-Salmon River	0.20
40265 Keystone Ridge Spur	Trail - ATV and two wheeled open	Challis-Yankee Fork	Garden Creek-Salmon River	0.38
40263 Keystone Ridge Spur	Trail - ATV and two wheeled open	Challis-Yankee Fork	Garden Creek-Salmon River	0.23

Minimization Criteria

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 58. Motor vehicle route density in miles per square mile, management area 13

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Bayhorse Creek-Salmon River	1.6	1.1	1.2	1.4	1.3
Challis Creek	0.9	0.9	0.8	0.9	0.9
Garden Creek-Salmon River	1.1	1.1	1.0	1.2	1.0

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in each HUC. Both Alternatives maintains or reduces route densities when compared to the No Action Alternative in all three 5th field hydrologic units within the management area. This management area is directly southwest of the town of Challis and there is a high demand for recreational opportunities by local citizens. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th

field hydrologic units in Management Area 13. The reductions in route density proposed within this management area would minimize impacts to soil, water, and vegetation and provides for existing and future recreation needs.

Trail 4260/U1312821E provides a desirable connector to Bayhorse Lakes. The location of this newly motorized route and 40263/40265 along the ridge between MA13-Garden Creek and MA10-Bayhorse, and mostly in the Bayhorse Creek-Salmon River hydrologic unit is responsive to Forest plan direction to protect watershed quality in the Garden Creek municipal watershed.

There are no designated routes within 300 feet of water-quality impaired streams within the Bayhorse Creek-Salmon River and the Challis Creek 5th level hydrologic unit (Table 3-9, 2009 FEIS p. 3.34, AR046416). The lack of miles of routes within these impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use. Within the Garden Creek-Salmon River hydrological unit, The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative maintain the same miles (2 mi.) within 300 feet of 303(d) streams.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36).An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and incorporated into the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 13 is “Improve wildlife habitat productivity through improvement projects and coordination with other resources and some minor improvement projects.”

Management Area 13 is within Idaho Fish and Game Management Unit 36B. In a letter dated November 14, 2007 (AR010498), Fish and Game recommended “There appears to be high open road densities in the vicinity of Big Hill, Daugherty Gulch, Keystone Mountain, and Bayhorse. Because this is important winter range for both deer and elk, we would like the team to consider a winter range closure (12/15-5/15) for this area.”

Route restrictions from the previous Travel Plan for the Garden Creek drainage were designed for erosion control, big game winter range, big game security and to protect the quality of Nordic skiing opportunities.” Trail 4152 Buster Lake and Trail 4153 Fanny’s Hole as well as the primary access road into MA13 (Road 40069) continue to have seasonal use designations closely matching those in the previous Travel Plan to maintain the same protections. Trail 4152 Buster Lake is open from July 1 to September 30 (closed October 1-June 30) and Trail 4153 Fanny’s Hole is open July1to November 30 (closed December to June 30). Both these seasonal open periods protect calving and fawning habitat and protect wintering wildlife species.

Ungulate big game species include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. To help assess these impacts the acreage and percent habitat security by 5th field hydrologic unit was assessed.

The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 13. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 59. Comparison of acres and percent habitat security by 2009 Alternatives, management area 13

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Bayhorse Creek-Salmon River	13,860	29 [0]	29 [0]	3,977 [29]	7,219 [52]	3,564 [26]	3,593 [26]
Challis Creek	75,279	26,050 [35]	30,611 [41]	30,611 [41]	49,947 [66]	30,611 [41]	30,688 [46]
Garden Creek-Salmon River	28,634	7,760 [27]	13,966 [49]	15,026 [52]	17,206 [60]	11,009 [38]	14,349 [50]

The 2009 Preferred Alternative and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives increase secure habitat in all three 5th field hydrologic units within Management Area 13 when compared to the No Action Alternative. Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 13 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the scoping period (beginning Aug. 3, 2007 and continuing until the DEIS was released) and the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received general comments about motor vehicle uses throughout the Forest and specific comments about trails in this management area. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. The following table displays a sampling of comments:

Table B 60. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 13

Trail Number and Name	Letter #	Comment
4152 Buster Lake	789	". . . trail 4159, 4201 & 4152 in alternative No.3, never has been 4-wheeler trail accessible and should remain that way! Reason being a lot of parks and meadows, springs and bogs that OHV (off highway vehicle) users like to tear up and mud bog in and around this area. Also, critical habitat for fish, deer and elk."
4260 No name	497	"The proposed action identifies Trail #4260 being open for all motorized vehicles. This trail does not ..; exist on the ground yet. The Idaho Department of Parks and Recreation wants to see this trail identified as a future ATV (all-terrain vehicle) opportunity rather than an all vehicle opportunity through the range of alternatives."

Within Management Area 13, the Challis BLM also identified a specific connectivity concern with routes 40263 and 40265. The Forest designated these routes for ATV use consistent with the construction and designation of a route on the neighboring BLM land in conjunction with the Land of the Yankee Fork (IDPR). (AR042353 and AR042263 Comment #5/Map #4)

While there were public comments on the types and seasons of motor vehicle use, there were no public comments received that protested motor vehicle designation. The Responsible Official considered the Management Direction for this area and the significant public desire for motorized recreation near the town of Challis and in conjunction with the nearby Idaho Department of Parks and Recreation Land of the Yankee Fork Visitor Center and Bayhorse State Park. The decision reflects a balance of specifically designated motor vehicle trails in this area that could be shared by the combined efforts of the Forest Service, Bureau of Land Management and Idaho Department of Parks and Recreation.

To respond to the high public demand for motorized recreation opportunities in this area, the newly designated motorized trails 4260/U131821E and 40263/40265 along the southern edge of the management area are available for use year round.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 13 by class of vehicle and time of year (AR47071, ROD pg. 1). Conflicts regarding the type and season of motor vehicle use are identified in the public comments. Some trails proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. Similarly, some trails proposed for motor vehicle use were not designated. Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each trail by alternative and also shows those trails that were not designated. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS and the 2014 FSEIS Alternative.

Table B 61. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 13

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
4152 Buster Lake	Alts. 0 and 1: 2WL5 Alt. 4: ATV1	2WLB	ATVB
4153 Fanny's Hole	Alt. 0: 2WL9 Alts. 1, 3 and 4: ATV9	ATVC	Same
4260 Not named	Alt. 3: OHV6 Alt. 4: OHV1	ATV1	Same
U131821E		ATV1	Same
40265 Keystone Ridge Spur		ATV1	Same
40263 Keystone Ridge Spur		ATV1	Same

Conflicts among different classes of motor vehicle uses are addressed through design of the trail system within this management area. Trails 4152 and 4153 are designated for seasonal use and trails 4260, U131821E, 40265 and 40263 are designated for both ATV and motorcycle use yearlong.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. This management area is located just southwest of the town of Challis, Idaho. The designated routes and areas are not directly adjacent to any communities, however, private land and residential properties are located along the major road leading to this management area. No changes are proposed in this route designation project that would increase sound, emissions, or safety concerns.

Conclusion

The responsible official selected the 2014 FSEIS Alternative to respond to the high demand for motorized recreation near the town of Challis and in conjunction with the nearby Idaho Department of Parks and Recreation Land of the Yankee Fork Visitor Center and Bayhorse State Park.

Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area and provides seasonal open periods that protect calving and fawning habitat. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system coordination with BLM to designate routes consistently across management boundaries.

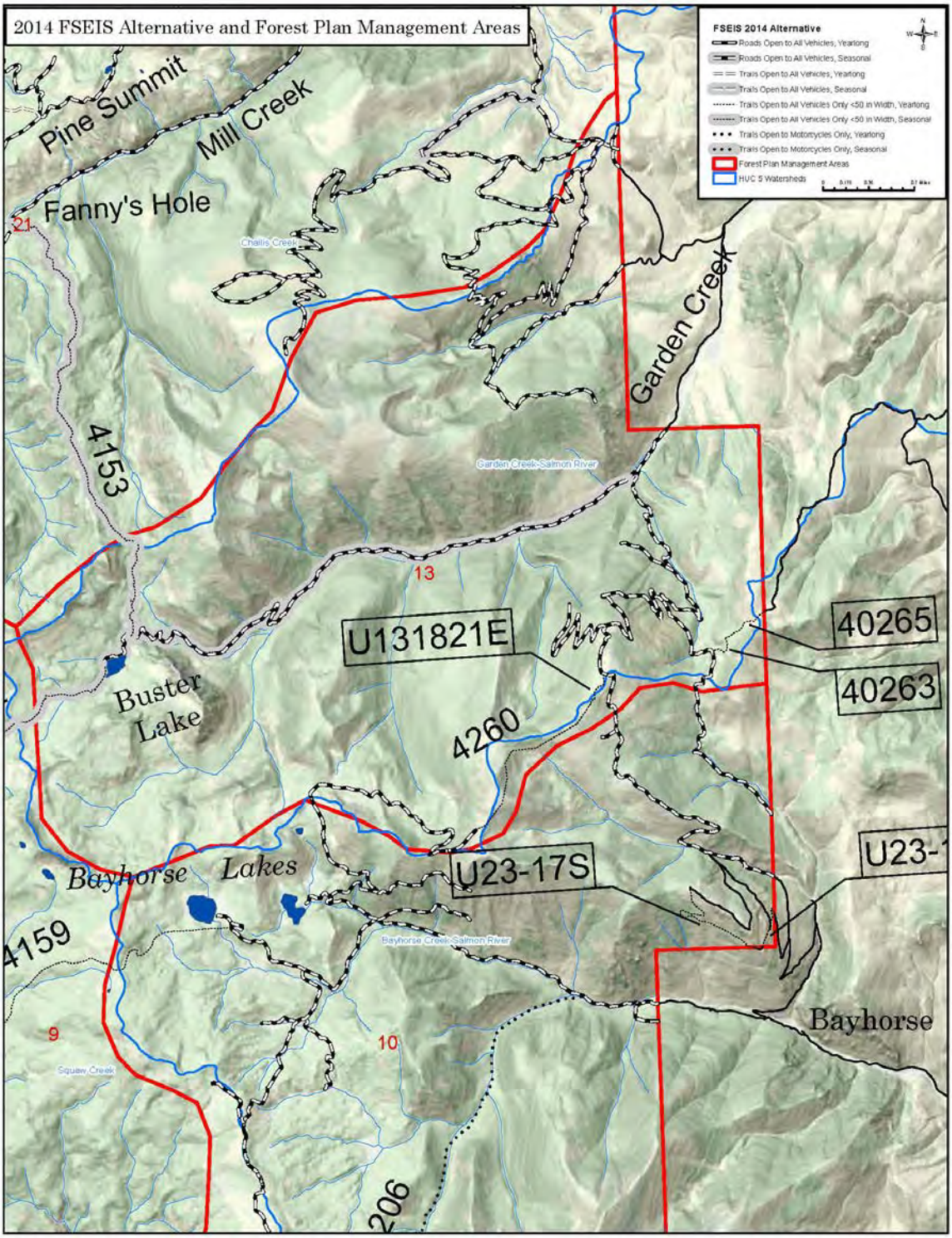

Figure B 12. Management Area #13, Garden Creek

Management Area #14, South Lemhi

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will remain essentially undeveloped.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities, enhancement of wildlife habitat.

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Protect and preserve unique, natural, geological, cultural and historic sites or features.
3. Improve wildlife habitat productivity through improvement projects and coordination with other resources. Maintain or improve the current fish habitat.
4. Encourage increases in bighorn sheep populations and transplants.
5. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
6. Protect or improve soil productivity and water quality.

In designing a system of designated trails for Management Area 14, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

This management area is north of the town of Howe and comprises the western face of the South Lemhi Mountains on east side of the Little Lost River drainage from the summit between the Pahsimeroi valley and the town of Howe. It is adjoined by BLM and State sections along the western management area boundary. The eastern boundary from the summit of the South Lemhi Mountains adjoins the Targhee National Forest.

A system of 19 trails was designated in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. Seven trails were previously designated for motor vehicle use; five trails (Foss Mountain, Mormon Gulch Mines, North Creek Claims, Block Canyon, and Bunting Canyon) had not been previously designated for motor vehicle use; and seven previously unauthorized routes (identified by an alpha-numeric code in the table below) were included in the ROD Alternative, either as independent trails or as segments of the previously designated trails.

Four trails (Trail 40148 Badger Creek, Trail 40157 North Creek, Trail 40437 Uncle Ike Mines and Trail 4340 Bunting Canyon) designated in the 2009 ROD Alternative and the 2014 FSEIS Alternative were named in the 2011 Court Order because of resource concerns and/or evidence of irreparable harm. Trail 40148 Badger Creek, and Trail 40437 Uncle Ike Mines, are currently closed by injunction.

Table B 62. System of designated motor vehicle trails (2009 ROD Alternative), management area 14

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40148 Badger Creek This trail is closed by the injunction and is not proposed for designation in the 2014 FSEIS Alternative	Trail - ATV and two wheeled open	Lost River	Upper Little Lost River	1.70
40148-A Badger Creek This trail is not proposed for designation in the 2014 FSEIS Alternative	Trail - ATV and two wheeled open	Lost River	Upper Little Lost River	1.10
40157 North Creek	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	7.40
40402 Foss Mountain	Trail - ATV and two wheeled open	Lost River	Upper Little Lost River	2.38
40437 Uncle Ike Mines This trail is closed by the injunction and is not proposed for designation in the 2014 FSEIS Alternative	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	2.56
40438 Morman Gulch Mines	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	0.98
40442 North Creek Claims	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	0.71
40443 South Creek	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	3.55
40449 Warm Creek Road	Trail - ATV and two wheeled open	Lost River	Sawmill Creek	1.57
40709 Block Canyon	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	1.74
4340 Bunting Canyon This trail is not proposed for designation in the 2014 FSEIS Alternative	Trail - ATV and two wheeled open	Lost River	Upper Little Lost River	0.23
4341 Uncle Ike	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	4.20

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
T-LR-A002 This trail is not proposed for designation in the 2014 FSEIS Alternative	Trail - ATV and two wheeled open	Lost River	Upper Little Lost River	0.52
T-LR-A003	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	0.11
U-LR-F-004	Trail - OHV	Lost River	Upper Little Lost River	1.45
U-LRATV031	Trail - ATV and two wheeled open	Lost River	Lower Little Lost River	0.09
U102722A	Trail - OHV	Lost River	Upper Little Lost River	0.58
U52-01H This trail is not proposed for designation in the 2014 FSEIS Alternative	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	0.15
U52-01I This trail is not proposed for designation in the 2014 FSEIS Alternative	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	0.04

Of the 31.06 miles of motor vehicle trails designated in this management area, 8.98 miles were either not designated in the previous travel management plan or where designated as roads rather than trails. The new designations fit within three categories:

A. Connectors to routes designated on adjoining BLM lands: U-LR-F-004, U102722A – totaling 2.03 miles. Neither of these two trails extends further than ¼ mile into the Forest and therefore has little impact on the undeveloped character of the area.

B. Newly designated trails: 40402, 40438, 40442, 40709 and 4340– totaling 6.04 miles. These routes were open to full-sized vehicles in the previous travel plan and now are open to ATVs and motorcycles. The change is in class of vehicle and miles of open routes, however changing to ATV and motorcycle use may, decrease the amount of vehicle use on these trails.

C. Route extensions or alternate route segments of previously designated routes: T-LR-A002, T-LR-A003, U-LRATV031, U52-01H, U52-01I – 0.91 miles. T-LR-A002 will now be closed (part of Badger Creek Road), T-LR-A003 was just a mapping issue where a tiny segment of the route that continues on through didn't get in the database; U-LRATV031 is a short segment of route that reroutes an open trail around a corner of private land to a trailhead and a previously open route; U52-01H, U52-01I will now be closed (Uncle Ike Mine road).

Summary: 6.04 miles of the 9 miles identified were previously open to full sized vehicles and are now open to ATVs and motorcycles; 0.71 miles will now be closed; 0.09 miles is a reroute of an existing open trail, and 0.11 miles were a mapping omission. This results in slightly less than 2

miles of the 31 miles (6.5%) being new designated motorized trails, therefore there is little change to the “undeveloped” character of this 79,981-acre management area.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Analysis of trails identified in the November 1, 2011 Court Order

Four trails in this management area were named in the Court Order because of damage to soil, watershed and vegetation. Two of these trails are closed by the injunction issued by the Order. The following paragraphs describe the routes and the repair work that has been conducted to remedy harm caused by past motor vehicle use.

Trail 40148 Badger Creek: This 1.70 mile trail is not located in an Idaho Roadless Area (IRA) or Recommended Wilderness Area (RWA) but extensive damage from motorized use was identified along the route. There are at least four stream crossings showing severe erosion. The Court found evidence sufficient to establish irreparable harm and closed this trail through the injunction. The Forest will not designate this trail to curtail damage caused by motor vehicle use. The area is expected to recover through passive restoration, minimizing impacts to soil water and vegetation.

Trail 40157 North Creek: This 7.40-mile trail is not located within an IRA or RWA. It is now numbered Trail 4209 on the Motor Vehicle Use Map. The area has been by damaged hill climbing and there are numerous, unauthorized routes, including six routes climbing the hills of the surrounding slopes causing resource damage.

In 2011 the Resource Advisory Committee provided $5,804 to address the illegal routes that accessed many of the alpine basins in the North Creek drainage. These illegal routes were created by motorcycles and accessed alpine basins, many of which were over 10,000 feet in elevation. Illegal ATV use was also occurring on the less steep illegal routes. Illegal motorized use in these areas was causing erosion problems, degrading the visual quality of the area, and disturbing wildlife. A total of 13 structures were constructed to deter illegal motorized travel. Structures included jack fence panels, railroad tie barriers, falling trees across illegal routes, pulling logs, limbs and rocks onto illegal routes, and installing signs. Actions taken to deter the illegal use were determined based on site specific factors such as location, availability of native materials, and access.

At this time all but one of the illegal routes in the North Creek drainage has had a barrier constructed to deter illegal use. The stream crossings associated with the North Creek Trail have been reconstructed to minimize resource impacts and to ensure the trail does not capture any portion of the stream. Illegal motorized use and stream capture by the trail were the two most important resource issues within the North Creek drainage. At this time, additional trail maintenance work is needed on the North Creek Trail. However, given the hardened rocky nature of this trail, using the trail prior to the completion of this additional work will not result in resource damage. Once completed, this trail will meet or exceed agency standards for a less than 50” wide motor vehicle trail. The work completed in 2011 minimized resource impacts such that allowing this trail to remain open will not result in resource impacts.

Trail 40437, Uncle Ike Mines: This 2.71-mile trail is on an old mining road that stems off Uncle Ike Trail 4341. Trail 40437 Uncle Ike Mines is closed by the injunction. There is some confusion between the Uncle Ike Mines Trail and the Uncle Ike Trail. The problems were with Uncle Ike Trail (See map). There are approximately five unhardened stream crossings and water was being

diverted down the trail causing surface erosion. ATV tracks were braided and the trail had not been maintained for some time. The Court found evidence sufficient to establish likely irreparable harm.

In 2012 the Idaho Department of Parks and Recreation dozer was used to perform heavy maintenance on the Uncle Ike trail. This work was coordinated with the adjacent Caribou-Targhee Forest that was performing heavy maintenance work on the connecting Eight Mile Trail. These two trails create a motor vehicle trail system that allows users to ride from the Birch Creek drainage into the Little Lost drainage. The dozer was used to perform heavy maintenance work on the entire length of the Uncle Ike Trail.

Work included: Reconstruction of stream crossings to prevent the trail from capturing any stream water, installation of water bars or rolling dips to divert any snowmelt or rain from the trail surface, surface blading where needed to remove larger rock or address side slope concerns, relocation of trail sections to avoid valley bottoms where snow melt/rain was causing erosion on the trail and avoidance of wet areas by ATV riders was causing trail braiding. Completion of this work has corrected resource problems and minimized impacts to soil, watershed and vegetation.

Route 4340, Bunting Canyon: This 0.23 mile route segment is not located in an IRA or RWA but reflects extensive damage to resources along the route from motorized use. There are four stream crossings, which include erosion and rutting. The Court stated "The existing trail damage needs to be remedied by maintenance, but otherwise cutting off the use pending release of a revised road plan will prevent only incremental potential damage." Closing this trail to motor vehicle use will prevent additional damage until the Forest can rehabilitate it for non-motorized use.

Analysis of route density and effects to soil and watershed

Motorized route density, which includes both roads and motor vehicle trails is low (0.1 -0.7 mi/mi2) for the Lower, Middle and Upper Little Lost River 5th field hydrologic units for all alternatives, and moderate (0.7–1.7 mi/mi2) for the Sawmill Creek 5th field hydrologic unit for all alternatives except Alternative 3 within this management area (AR046269, p. 3.108-3.109). The 2009 Preferred Alternative either maintains or reduces route density when compared to the other action alternatives in the other three 5th field hydrologic units within this management area (see the following table).

Table B 63. Motor vehicle route density (2009 Preferred Alternative) in miles per square mile, management area 14

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Lower Little Lost River	0.7	0.5	0.5	0.5	0.5
Middle Little Lost River	0.6	0.6	0.4	0.7	0.7
Upper Little Lost River	0.4	0.4	0.4	0.5	0.4
Sawmill Creek	0.9	0.9	0.6	0.9	0.8

The 2009 Preferred Alternative and the 2014 FSEIS Alternative have the same route densities in each HUC. Both alternatives maintain or reduces the number of routes within 300 feet of water

quality impaired streams for the Lower Little Lost River and Sawmill Creek 5th field hydrologic units (Table 3-9, 2009 FEIS p. 3.35, AR046417) when compared to all other alternatives except Alternative 3. Although Alternative 3 maintains or reduces all measurement indictors, it did not consider designating trails U-LRATV031 and 40709 which provide the access for dispersed recreation into the northern and southern portions of this management area.

The 2009 Preferred Alternative as well as, the 2014 FSEIS Alternative increases the miles of routes within 300 feet of water quality impaired streams in the Middle Lost River hydrologic and maintains it in the Upper Little Lost River hydrologic units when compared to the No Action Alternative.

The Middle Little Lost River subwatershed affected by the motorized trail designations has watershed reconnaissance assessments reflecting Moderate subwatershed vulnerability and Low Geomorphic and Water Quality Integrity (AR031889 Pg46-47). The continued use of the previously designated trails in this management area with the addition of loop route 40442 and short trail additions U52-01H/U52-01I to 40437 and T-LR-A003 to 40438 resulted in a reduction of fords and maintained a low overall road density.

The Upper Little Lost River motorized designations maintains the miles of routes within 300 feet of water quality impaired streams. The route addition T-LR-A002 to 40148-A and the BLM loop connection route U-LR-F-004 are both in subwatersheds with a High subwatershed vulnerability and High Geomorphic and Water Quality Integrity (AR031889 Pg46-47), while BLM loop connection route U102722A is in a subwatershed with Low subwatershed vulnerability and Moderate Geomorphic and Water Quality Integrity. The increase in route miles within 300 feet of a water quality impaired streams and an increase in the number of stream crossings and the related designation of some of those routes within a high vulnerability subwatershed is cause for close review. U-LR-F-004 is an established trail on a solid rock base that crosses flat dry ground to connect two BLM routes and is not creating watershed impacts.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36).

An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and incorporated into the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 14 is to “emphasize… enhancement of wildlife habitat”. Forest-wide direction states “Where ORV use is causing serious conflicts with big game use of winter habitat, the areas will be closed to ORV use.”

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, mountain goats, and pronghorn antelope. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). As displayed in Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996) the acres and percent of habitat security by 5th field hydrologic unit are displayed in the following table.

Table B 64. Comparison of acres and percent habitat security by 2009 Alternatives, management area 14

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Lower Little Lost River	64,707	24,868 [38]	33,773 [52]	43,356 [67]	40,634 [63]	36,768 [57]	38,069 [59]
Middle Little Lost River	45,198	20,425 [45]	33,794 [75]	33,794 [75]	32,673 [72]	23,699 [52]	28,405 [63]
Upper Little Lost River	34,668	18,686 [54]	25,859 [75]	26,182 [76]	23,921 [69]	22,743 [66]	23,596 [68]
Sawmill Creek	64,035	24,651 [38]	37,469 [59]	38,039 [59]	40,497 [63]	30,626 [48]	34,417 [54]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives decreases the number of acres and percent big game security when compared to the No Action Alternative (Alternative 0) for Middle Little Lost River, Upper Little Lost River, and Sawmill Creek 5th field hydrologic units and increases number of acres and percent big game security when compared to the No Action Alternative (Alternative 0) for the Lower Little Lost River.

Although the distance of “open yearlong” motorized routes increased in the 2009 Preferred Alternative and the 2014 FSEIS Alternative, snow accumulations in this management area close most motor vehicle routes by November. 15. The previous travel plan map included seasonal “closures” past November 15 which did not recognize snow accumulation had effectively closed the route. There is no indication that authorized ORV use is causing serious conflicts with big game habitats or populations in this management area. Big game populations are strong with adequate surplus to allow for regulated harvests including female harvest to suppress population growth. In Sawmill Creek, the decision was to close routes on the east side of the watershed in order to provide for wildlife habitat and focus motor vehicle travel on the west side of the watershed.

In a letter dated September 19, 2007 (AR010438), Idaho Department of Fish and Game (IDFG) recommended “Enforce no off-trail use. Mountain goat security off Uncle Ike trail and North [Creek] trail is dependent upon no trail pioneering or off road use beyond that shown on the PA [proposed action]. IDFG supports PA as shown in this area.”

The route restrictions from the previous Travel Plan for the South Lemhi Management Area were designed for soil maintenance, erosion control and big game winter range. The 2009 Preferred Alternative designations continue to closely resemble the original Travel Plan. In addition, the Purpose and Need of the revised travel plan for a consistent system of travel on designated roads and trails (no off-road vehicle use) will help with public education and enforcement of the illegal “pioneering of routes” into non-designated areas that IDFG expressed concern about.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

The Administrative Record includes correspondence between agencies that demonstrates consideration of recreational opportunities and access needs and minimization of conflicts on neighboring public lands in making route designation decisions. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The Idaho Falls field office of the BLM was not prepared to participate with the Salmon-Challis National Forest in the South Lemhi (Management Area 14). The Responsible Official thought consistency with adjoining public lands was an important part of the purpose and need and selected The 2009 Preferred Alternative and the 2014 FSEIS Alternative in this area to maintain the expected connectivity needs with the adjoining BLM lands when they initiate their travel planning process.

As discussed above, Idaho Department of Fish and Game presented their recommendations for the area. Individual comments specific to this area supported the Proposed Action (Alt. 2) with designation of routes and allowance for ATV and motorcycle route use year round (AR002004, AR002005, AR000550).

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 14 by class of vehicle (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle, if such use was appropriate and the route met standards for that particular class of motor vehicle. Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS, as well as, the 2014 FSEIS Alternative. The rationale for the closures are explained in the Conclusion narrative.

Table B 65. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS for motor vehicle trails within the management area or prescription area, management area 14

Trail Number and Name	Alternative, Vehicle Class and Season of Use	ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40148 Badger Creek	Alts. 0, 1, 3, 4 and 5: ATV1	ATV1	This trail is not proposed for designation
40148-A Badger Creek	Alts. 0, 1, 3, 4 and 5: ATV1	ATV1	This trail is not proposed for designation
40157 North Creek	Alts. 0, 1, 3, 4 and 5: ATV1	ATV1	Same
40402 Foss Mountain	Alts. 3, 4 and 5: ATV1	ATV1	Same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40437 Uncle Ike Mines	Alts. 0, 1, 3, 4 and 5: ATV1	ATV1	This trail is not proposed for designation
40438 Morman Gulch Mines	Alts. 3, 4 and 5: ATV1	ATV1	same
40442 North Creek Claims	Alts. 3, 4 and 5: ATV1	ATV1	same
40443 South Creek	Alts. 0, 1, 3, 4 and 5: ATV1	ATV1	same
40449 Warm Creek Road	Alts. 0, 1, 3, 4 and 5: ATV1	ATV1	same
40709 Block Canyon	Alts. 0, 1, 3 non-motorized Alts. 4 and 5 ATV1	ATV1	same
4340 Bunting Canyon	Alt. 0: OHV1 Alts. 3, 4 and 5: ATV1	ATV1	This trail is not proposed for designation
4341 Uncle Ike	Alt. 0: OHV1 Alt. 1: 2WL1 Alts. 3, 4 and 5: ATV1	ATV1	same
T-LR-A002	Alts. 3, 4 and 5: ATV1	ATV1	This trail is not proposed for designation
T-LR-A003	Alts. 3, 4 and 5: ATV1	ATV1	This trail is not proposed for designation
U-LR-F-004	Alts. 4 and 5: OHV1	OHV1	same
U-LRATV031	Alts. 4 and 5: ATV1	ATV1	same
U102722A	Alts. 4 and 5: OHV1	OHV1	same
U52-01H	Alts. 4 and 5: ATV1	ATV1	This trail is not proposed for designation
U52-01I	Alts. 4 and 5: ATV1	ATV1	This trail is not proposed for designation

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. The management area is located just north of the town of Howe, Idaho. The designated routes and areas are not directly adjacent to any communities. No changes are proposed in this route designation project that would increase sound, emissions, or safety concerns.

Conclusion

The Forest will close several trails within this management area and has conducted significant trail maintenance and repair as described above to remedy harm. Five previously designated trails and two unauthorized trails would be closed in the proposed 2014 FSEIS Alternative; these are Trail 40148 and 40148-A Badger Creek, Trail 40437 Uncle Ike Mines, Trail 4340 Bunting

Canyon, Trail T-LR-A002, Trail U52-01H, and Trail U52-01I, totaling 6.3 miles. Repair and maintenance, and the proposal to not designate specific trails for motor vehicle use in the 2014 FSEIS Alternative would minimize impacts to soil, water, vegetation and wildlife habitats. In addition to minimizing resource damage, closure of trails 40148 and 40148-A will mitigate potential impacts with private property.

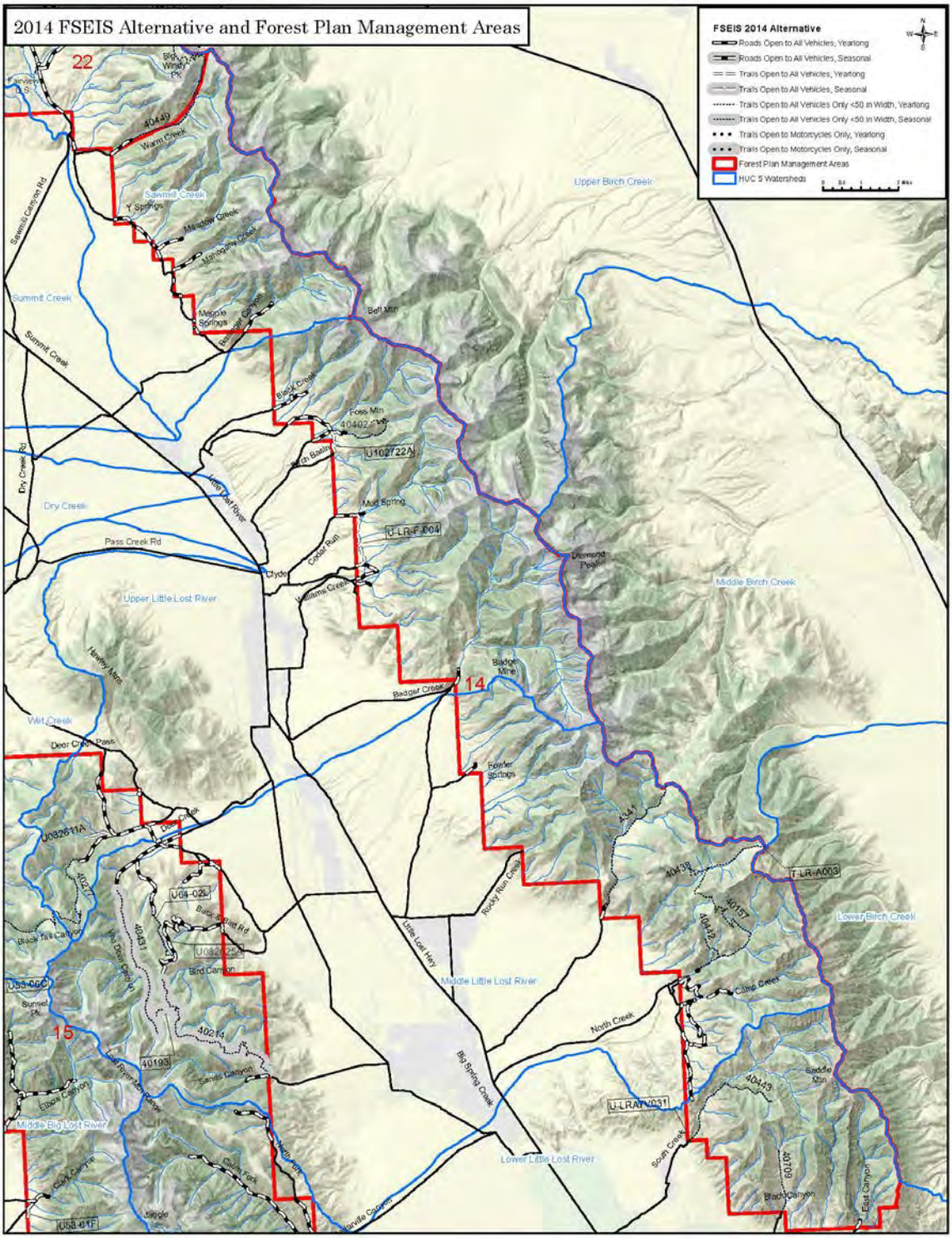

Figure B 13. Management Area #14, South Lemhi

Management Area #15, South Lost River

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will provide a mix of resource activities and opportunities primarily within the resources of wildlife, range, timber and dispersed recreation.

The plan goes on to define a Management Prescription that:

…will emphasize protection of visual qualities on slopes visible from Highway 93, dispersed recreation opportunities, enhancement of wildlife habitat, and timber production.

Specific Plan direction includes:

1. Emphasize dispersed recreation opportunities.
2. Protect and preserve unique, natural, geological, cultural and historic sites or features.
3. Improve wildlife habitat productivity through improvement projects and coordination with other resources. Emphasize habitat management of big game and upland game birds.
4. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
5. Protect or improve soil productivity and water quality.

In designing a system of designated trails for Management Area 15, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

This management area is located in the Little Lost River mountain range north of the town of Arco and east of the town of Mackay, bounded on the southeast by the Arco Pass road 40125 and on the northwest by the Pass Creek road 40122. It is adjoined by BLM land along the northern, eastern and western management area boundaries.

A system of 17 designated trails totaling 28.33 miles was included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative for this management area. Of these, eight trails were previously unauthorized routes (identified by the letter “U” in the table below) and were analyzed in detail and included in the final design of the designated trail system. The previously unauthorized trails total 4.3 miles or 15 percent of the trails within this management area. The designated system of trails within this management area is indicated in the following table.

Table B 66. System of designated motor vehicle trails (2009 ROD Alternative), management area 15

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40193 Van Dorn Spur	Trail - ATV and two wheeled seasonal	Lost River	Middle Little Lost River	1.13
40214 Sands Canyon-Bird Canyon	Trail - ATV and two wheeled seasonal	Lost River	Middle Little Lost River	6.01
40270 Mud Lake	Trail - ATV and two wheeled open	Lost River	Middle Big Lost River	1.38
40277 Deer Creek	Trail - ATV and two wheeled open	Lost River	Upper Little Lost River	3.15
40431 Van Dorn Canyon	Trail - ATV and two wheeled seasonal	Lost River	Middle Little Lost River	4.26
40736 Arco Pass Spur	Trail - ATV and two wheeled open	Lost River	Lower Big Lost River	0.06
4094 Blacktail-Mud Lake	Trail - ATV and two wheeled open	Lost River	Middle Big Lost River	1.53
4094 Blacktail-Mud Lake	Trail - ATV and two wheeled open	Lost River	Upper Little Lost River	0.12
4094 Blacktail-Mud Lake	Trail - ATV and two wheeled open	Lost River	Wet Creek	4.88
4192 North Fork Cedarville	Trail - ATV and two wheeled open	Lost River	Middle Big Lost River	1.42
4343 Natural Arch	Trail - OHV	Lost River	Lower Big Lost River	0.09
U-LF-059	Trail - OHV	Lost River	Middle Big Lost River	0.03
U-LR-F-060	Trail - OHV	Lost River	Middle Big Lost River	0.68
U052711A	Trail - OHV	Lost River	Lower Little Lost River	0.84
U082611A	Trail - OHV	Lost River	Upper Little Lost River	0.71
U082625A	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	0.42
U53-01F	Trail - OHV	Lost River	Middle Big Lost River	0.24
U53-06C	Trail - ATV and two wheeled open	Lost River	Middle Big Lost River	0.18
U64-02L	Trail - ATV and two wheeled open	Lost River	Middle Little Lost River	1.20

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

All previously unauthorized routes have low to moderate erosion potential except U53-01F and U53-06C which have high to very high erosion potential. U53-01F (0.24 miles with very high erosion potential) was analyzed for non-motorized use and motor vehicle use and was designated in the ROD Alternative because it provides connectivity between two BLM routes to create a loop

opportunity (see map). U53-06C (0.18 miles with high erosion potential) provides loop connectivity between other designated motor vehicle trails. These designations are consistent with the emphasis for dispersed recreation.

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 67. Motor vehicle route density in miles per square mile, management area 15

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Lower Big Lost River	1.1	0.9	0.9	1.0	0.9
Lower Little Lost River	0.7	0.5	0.5	0.5	0.5
Middle Big Lost River	0.8	0.5	0.4	0.6	0.6
Middle Little Lost River	0.6	0.6	0.4	0.7	0.7
Upper Little Lost River	0.4	0.4	0.4	0.5	0.4
Wet Creek	0.3	0.3	0.2	0.4	0.3

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS have the same route densities in each HUC. Both alternatives maintain or reduce route densities when compared to the No Action Alternative in five of the six 5th field hydrologic units within the management area. Alternative 4 proposed to designate the most routes of all alternatives, which would increase route density and generally increase impacts to soil, water and vegetation when compared to other action alternatives. Alternative 3 would reduce route density the most of all action alternatives, but this alternative did not provide some of the loop opportunities and access public commenters requested. The 2009 Preferred Alternative and the 2014 FSEIS Alternative strike a balance among the various action alternatives. Reducing the overall route density within this management area by selecting The 2014 FSEIS Alternative is expected to minimize impacts to soil, water, and vegetation.

Although this alternative increases the miles of routes within 300 feet of a water quality impaired stream in the Middle Big Lost River 5th field hydrologic unit by one mile compared to the Existing Condition, the miles within Management Area 15 are reduced from 50 miles to 36 miles. This is expected to minimize impacts to soil and water within this management area.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2009 ROD Alternative, and carried forward into the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and incorporated into the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 15 is to “Emphasize habitat management activities of big game and upland game birds” and “Improve wildlife habitat productivity through improvement projects and coordination with other resources.” Forest-wide direction states “Where ORV use is causing serious conflicts with big game use of winter habitat, the areas will be closed to ORV use.”

Management Area 15 is within Idaho Fish and Game Management Units 50 and 51. In a letter dated September 19, 2007 (AR010438), the Snake River Region of the Fish and Game commented “Idaho Department of Fish and Game (IDFG) has reviewed the above referenced Proposed Action (PA) for travel planning in the Salmon-Challis National Forest (SCNF). Our interest in the project is to protect wildlife and fisheries populations and their habitats, with special consideration given to big game and trophy wildlife species. IDFG has been involved in this process since its inception with public scoping meetings in 2005. Most recently our staff has reviewed the current status of the travel plan map, determined where wildlife would benefit from added security from motorized travel and access, and have met with Lost River Ranger District staff (Wed January 24, 2007) to discuss these wildlife concerns and recommend motorized road or trail closures in certain areas to benefit wildlife.

The Upper Snake region of IDFG submits this letter in review only of the PA in the Lost River Ranger District of the SCNF. Comments of a general nature regarding the entire SCNF and travel planning thereon will be covered in a separate letter from IDFG's Salmon regional office.

Upon review of the proposed action in the Lost River Ranger District, we are extremely pleased that the District staff considered our recommendations and carried the majority of them forward into this PA. As such, the PA is worthy to carry forward into the Environmental Impact Statement as an Alternative unto itself.”

Within Management Area 15, the Idaho Department of Fish and Game identified access concerns with routes 40193 and 40214 near Van Dorn Canyon and 40277 Deer Creek (AR010438). The Forest responded to the concerns with 40193/40214 by not designating the administrative access route to the nearby electronic site. Fish and Game conceded the designation of 40277 however; they do not want to see it extended beyond the Forest boundary.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative and the ROD Alternative, as well as, the 2014 FSEIS Alternative.

Table B 68. Comparison of vehicle class designations for the No Action Alternative, the 2009 ROD Alternative and the 2014FSEIS Alternative, management area 15

Trail Number and Name	No Action Alternative	ROD Alternative	2014 FSEIS Alternative
40193 Van Dorn Spur	ATV5	ATVA	same
40214 Sands Canyon-Bird Canyon	ATV14	ATVA	same
40270 Mud Lake	ATV9	ATV1	same
40277 Deer Creek	ATV9	ATV1	same
40431 Van Dorn Canyon	ATV5	ATVA	same
40736 Arco Pass Spur	N/A	ATV1	same
4094 Blacktail-Mud Lake	ATV9	ATV1	same
4094 Blacktail-Mud Lake	ATV9	ATV1	same
4094 Blacktail-Mud Lake	N/A	OHV1	same
U-LF-059	N/A	OHV1	same
U-LR-F-060	N/A	OHV1	same
U052711A	OHV1	OHV1	same
U082611A	N/A	OHV1	same
U082625A	N/A	ATV1	same
U53-01F	N/A	OHV1	same
U53-06C	N/A	ATV1	same
U64-02L	N/A	ATV1	same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, mountain goats, and pronghorn antelope. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). As displayed in Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996) the acres and percent of habitat security by 5th field hydrologic unit are displayed in the following table.

Table B 69. Comparison of acres and percent habitat security by 2009 Alternatives, management area 15

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Lower Big Lost River	17,078	4,525 [26]	5,622 [33]	7,926 [46]	7,496 [44]	5,816 [34]	7,189 [42]
Lower Little Lost River	64,707	24,868 [38]	33,773 [52]	43,356 [67]	40,634 [63]	36,768 [57]	38,069 [59]
Middle Big Lost River	88,474	35,704 [40]	43,454 [49]	58,730 [66]	58,949 [67]	49,072 [55]	52,862 [60]
Middle Little Lost River	45,198	20,425 [45]	33,794 [75]	33,794 [75]	32,673 [72]	23,699 [52]	28,405 [63]
Upper Little Lost River	34,668	18,686 [54]	25,859 [75]	26,182 [76]	23,921 [69]	22,743 [66]	23,596 [68]
Wet Creek	30,020	14,491 [48]	24,750 [82]	25,470 [85]	25,405 [85]	21,873 [73]	22,429 [75]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acres and habitat security values. Both alternatives increase the number of acres and percent of big game security when compared to the No Action Alternative in three (Lower Big Lost River, Lower Little Lost River and Middle Big Lost River) of six 5th field hydrologic units and reduces acres and percent of big game security in three (Middle Little Lost River, Upper Little Lost River and Wet Creek) of the six 5th field hydrologic units in this management area. Alternatives 1 and 3 provide more acres of habitat security and Alternative 4 less acres of habitat security when comparing all action alternatives.

The 2009 Preferred Alternative and the 2014 FSEIS Alternative reduce route density of yearlong and seasonal motor vehicle routes and route density during critical life stages (fawning/calving and hunting seasons) in three (Lower Big Lost River, Lower Little Lost River and Middle Big Lost River) of six 5th field hydrologic units and increases route density of yearlong and seasonal motor vehicle routes during critical life stages (fawning/calving and hunting seasons) in three (Middle Little Lost River, Upper Little Lost River and Wet Creek) of the six 5th field hydrologic units in this management area. Route densities are low in all 5th field hydrologic units within the management which is expected to minimize harassment of wildlife and significant disruption of wildlife habitat when compared to the existing condition and no action alternative. Both alternatives represent a compromise between alternatives 3 and 4 and strikes a balance among non-motorized and motor vehicle uses. Seasonal route designations were placed on most motorized trails (40193, 40214 and 40431 that comprise 11.4 miles of ATV trail) in the Middle Little Lost River hydrologic unit in order to reduce wildlife impacts by motorized use during the critical life stages even though the route density increased from the other action alternatives.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR0 44946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the

government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. The table below displays a sampling of comments:

Table B 70. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 15

Trail Number and Name	Letter #	Comment
4094 Blacktail-Mud Lake	910	"The proposed action closes the Shadow Lakes Trail #4194/#4094 to motorcycle use. This trail is one of the most scenic motorcycle rides in Idaho. The surrounding terrain is extremely steep and rocky, which keeps riders on the trail. The Shadow Lakes Trail #4194/#4094 needs to be designated for motorcycle use in the final decision."
4094 Blacktail-Mud Lake	497	". . . The proposed action closes the Shadow Lakes Trail #4194/#4094 to motorcycle use . . . The surrounding terrain is extremely steep and rocky, which keeps riders on the trail. The Shadow Lakes Trail #4194/#4094 needs to be designated for motorcycle use."
4192 North Fork Cedarville	910	"The Mud Lake Canyon Trail #4192 is a dead end ATV route. The terrain is wooded and doesn't offer much recreation utility. This route could be dropped from the trail system."

Most of the Salmon-Challis National Forest is adjacent to lands managed by the Bureau of Land Management. Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and both the Challis and Salmon field offices of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal land.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 15 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS as well as the FSEIS Alternative.

Table B 71. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 15

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40193 Van Dorn Spur	Alt. 1 - open to ATV's from 7/1 to 9/30. Alt. 3 – Not open to motorized use. Alt 4 – open to ATV's yearlong.	Open to ATVs from 5/22 to 9/7	same
40214 Sands Canyon-Bird Canyon	Alt. 1 - open to ATV's from 7/1 to 11/14. Alts. 3 & 4 – Not open to motorized use.	Open to ATV's from 5/22 to 9/7	same
40270 Mud Lake	Alt. 1 - open to ATV's from 6/16 to 11/30. Alts. 3 & 4 – open to ATV's yearlong.	Open at ATV's yearlong.	same
40277 Deer Creek	Alt. 1 - open to ATV's from 7/1 to 9/30. Alt. 3 – Not open to motorized use. Alt 4 – open to ATV's yearlong.	Open to ATV's from 5/22 to 9/7	same
40431 Van Dorn Canyon	Alt 1 – designated as a road open to all vehicles yearlong. Alts 3 & 4 – open to ATV's yearlong.	Open at ATV's yearlong.	same
40736 Arco Pass Spur	Alt. 1 - open to ATV's from 6/16 to 11/30. Alt. 3 – Not open to motorized use. Alt 4 – open to ATV's yearlong.	Open at ATV's yearlong.	same
4094 Blacktail-Mud Lake	Alt. 1 - open to ATV's from 6/16 to 11/30. Alt. 3 – Not open to motorized use. Alt 4 – open to ATV's yearlong.	Open at ATV's yearlong.	same
4192 North Fork Cedarville	Alt. 1 - open to ATV's from 6/16 to 11/30. Alt. 3 – Not open to motorized use. Alt 4 – open to ATV's yearlong.	Open at ATV's yearlong.	same
4343 Natural Arch	Alt. 0, 1, and 3 not open to motorized use. Alts. 4 and 5 - Open to OHV's yearlong	Open to OHV's yearlong.	same
U-LF-059	Alt 1 – Not open to motorized use. Alts. 3 & 4 Open to OHV's yearlong.	Open to OHV's yearlong.	same
U-LR-F-060	Alts 1 & 3 – Not open to motorized use. Alt. 4 Open to OHV's yearlong.	Open to OHV's yearlong.	same
U052711A	Alts 1 & 3 – Not open to motorized use. Alt. 4 Open to OHV's yearlong.	Open to OHV's yearlong.	same
U082611A	Alts 1 & 3 – Not open to motorized use. Alt 4 – open at ATV's yearlong.	Open at ATV's yearlong.	same
U082625A	Alts 1 & 3 – Not open to motorized use. Alt. 4 Open to OHV's yearlong.	Open to OHV's yearlong.	same
U53-01F	Alt 1 – Not open to motorized use. Alts. 3 & 4 Open to ATV's yearlong.	Open to ATV's yearlong.	same
U53-06C	Alts 1 & 3 – Not open to motorized use. Alt 4 – open at ATV's yearlong.	Open to ATV's yearlong.	same
U64-02L	Alt. 0, 1, and 3 not open to motorized use. Alt. 4 and 5 Open to ATV's yearlong	Open to ATV's yearlong.	same

Within Management Area 15, there was no apparent conflict among the different classes of motor vehicle uses on Forest System lands. The alternative uses were resolved by designating class of vehicles appropriate to minimizing the effects discussed in criteria 1 and 2.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is generally very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties.

Motor vehicle use is compatible with the existing condition of this rural area with most of the local populace favoring motor vehicle use. No changes are proposed in this route designation project that would increase sound, emissions, or safety concerns.

Conclusion

Although it did not minimize impacts to soil, water, and wildlife habitats the most of all action alternatives, the responsible official selected the 2014 FSEIS Alternative to create additional recreation opportunities within the management area. For example, newly designated trails U64-02L and U082625A provide a loop opportunity along the eastern side of the management area.

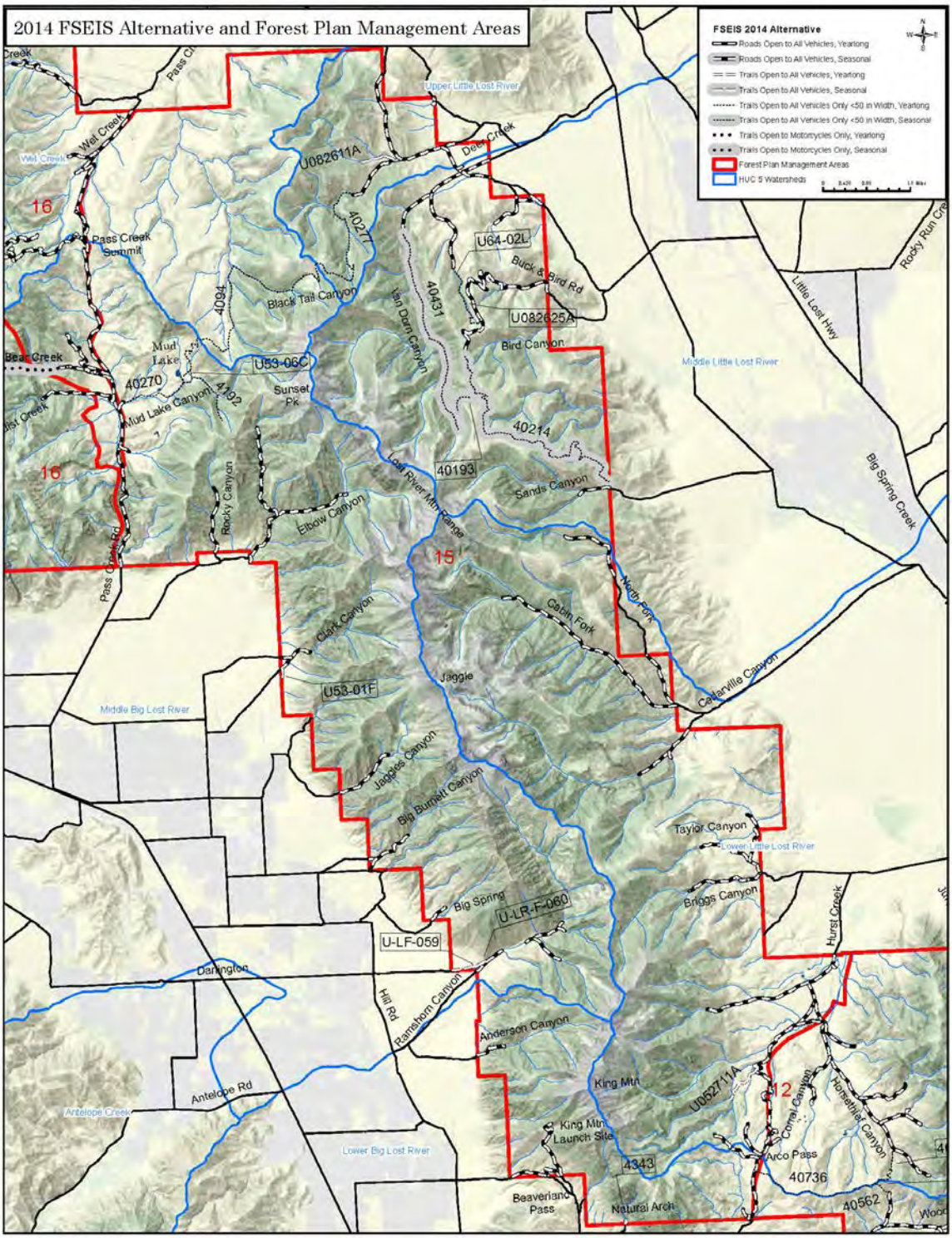

Figure B 14. Management Area #15, South Lost River

Management Area #16, Borah Peak

The Challis National Forest Plan describes a desired future condition for this management area as:

The majority of this area is proposed for inclusion into the National Wilderness System. It will therefore remain in its existing state and its wilderness attributes will be protected. The remaining lands outside the proposed wilderness will be managed with modest improvements.

The plan goes on to define a Management Prescription for the proposed Borah Peak Wilderness Area (119,000 acres) that:

…will emphasize protection of wilderness attributes.

The Management Prescription for the remaining area outside of the proposed wilderness will:

…emphasize range administration and enhancement of wildlife habitat.

Specific Plan direction includes:

1. Manage the proposed Wilderness to protect the Wilderness attributes.
2. Provide dispersed recreation opportunities.
3. Protect: a) selected sections of the earthquake scarp, b) cultural and historic sites or features.
4. Emphasize management for big game. Protect Peregrine falcon habitat when identified. Improve fish and wildlife habitat productivity through improvement projects and coordination with other resources.
5. Manage suitable Forest lands outside of the proposed wilderness for timber production.
6. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 16, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses

This management area is north of the town of Mackay, Idaho. Borah Peak, the highest peak in Idaho is within this management area. Forest users come to this area to climb the peak, camp, hunt, fish, and ride recreational motor vehicles.

A system of six designated trails was designated in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative within this management area including five previously unauthorized routes totaling 2.85 miles. Two of these trails (U112319A, U112317A) would not be designated in the proposed 2014 FSEIS Alternative because they have not been adequately surveyed on the ground and the trails simply dead-end without providing a loop opportunity or access to a recreation destination. Swauger Lake Trail, Trail 4091, was closed by injunction because of evidence of immediate harm. The trail will remain closed until maintenance is accomplished and damage to resources is remedied.

The Forest plans to advertise a contract to remedy resource damage and unauthorized use of the trail. This includes restoring the trail from two track ATV use to its intended single track motorcycle use. This would be accomplished by recontouring two tracks to a single track where feasible, and blocking off and discouraging use of the second track where recontouring is not possible. Unauthorized "short-cut" routes that cut off sections of trail and access hill-climbs would be obliterated. Dips would be constructed for water cross drainage and strategically located to maximize efforts to stop trail erosion. Motorized equipment would be used to accomplish the work.

The designated system of trails within this management area is summarized in the table below.

Table B 72. System of designated motor vehicle trails (2009 ROD Alternative), management area 16

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40268 Carlson Lake	Trail - ATV and two wheeled open yearlong	Challis-Yankee Fork	Middle Pahsimeroi R.	1.90
4091 Swauger Lake	Trail 2WL yearlong	Lost River	Dry Creek	5.20
4092 Bear-Wet Cr. Trail	Trail 2WL yearlong	Lost River	Middle Big Lost River	1.82[1]
4092 Bear-Wet Cr. Trail	Trail 2WL yearlong	Lost River	Middle Big Lost River	0.44
4092 Bear-Wet Cr. Trail	Trail 2WL yearlong	Lost River	Wet Creek	0.46
4092 Bear-Wet Cr. Trail	Trail 2WL yearlong	Lost River	Wet Creek	0.97*
U-LR-F-118	Trail – OHV yearlong	Lost River	Middle Big Lost River	0.15
U112225A	Trail - OHV yearlong	Challis-Yankee Fork	Middle Pahsimeroi R.	0.46
U112330B	Trail - OHV yearlong	Challis-Yankee Fork	Middle Pahsimeroi R.	0.93
U112317A	This trail will not be designated in the 2014 FSEIS Alternative because resource surveys to identify trail conditions were not conducted.	Challis-Yankee Fork	Middle Pahsimeroi R.	0.21
U112319A	This trail will not be designated in the 2014 FSEIS Alternative because resource surveys to identify trail conditions were not conducted.	Challis-Yankee Fork	Middle Pahsimeroi R.	1.10

[1] These segments are within the Borah Peak proposed wilderness. According to FP direction: "That portion of the trail which is in the Borah Peak proposed wilderness; is permitted for two-wheel motorized and mechanized vehicles from July 1st to Sept. 30th only. This trail was evaluated by the Court for evidence of irreparable harm; however evidence provided by plaintiffs was not sufficient. Because the Forest Plan only allows seasonal motor vehicle use on segments of the trail within the Borah Peak Recommended Wilderness Area, these segments will be designated for seasonal use from July 1st-September 30th in the Revised Record of Decision.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Analysis of trails identified in the November 1, 2011 Court Order

The 5.20-mile Swauger Lake motorcycle trail is closed to motor vehicle use by Court Order. The Forest plans to conduct maintenance and repair on the trail; the trail will remain closed until all resource issues are addressed. Segments of the Bear-Wet Creek Trail that are within the Borah Peak recommended wilderness do not comply with Forest Plan direction since they were designated for yearlong use and the Plan only allows for motor vehicle use July 1st to September 30th. The purpose of this seasonal operating period is to control erosion and provide big game security.

Analysis of route density and effects to soil and watershed

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 73. Motor vehicle route density in miles per square mile, management area 16

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Middle Pahsimeroi River	0.5	0.5	0.4	0.6	0.5
Dry Creek	0.3	0.3	0.0	0.2	0.2
Middle Big Lost River	0.8	0.5	0.4	0.6	0.6
Wet Creek	0.3	0.3	0.2	0.4	0.3

The 2009 Preferred Alternative (Alternative 5)) and the 2014 FSEIS have the same route densities in each HUC. Both alternatives maintains or reduces route densities when compared to the No Action Alternative in all four 5th field hydrologic units within the management area. The 2009 Preferred Alternative and the 2014 FSEIS Alternative strike a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 16. Reducing route density within this management area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

The 2009 Preferred Alternative and the 2014 Alternative have the same acres and habitat security values. Both alternatives also maintains or reduces the number of routes within 300 feet of water quality impaired streams for three of the four 5th field hydrologic units in this management area when compared to the No Action Alternative (Table 3-9 and 3-11, 2009 FEIS pp. 3.35 and 3.39, AR046417 and AR046421). Reducing miles of routes within 300 feet of water quality impaired streams in these HUC's reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

Route density increases in the Middle Big Lost River HUC in the 2009 Preferred Alternative when compared to the No-Action Alternative but reduces the number of inventoried stream crossings open to motor vehicle use. This is also the case in all 5th field hydrologic units. This minimizes impacts to soil and water when compared to the No Action Alternative. Sediment delivered to streams is greatest in riparian areas where roads cross the stream. Fords and approaches to the crossings deliver sediment directly to streams. The number of inventoried stream crossings open to motor vehicle use is used as a relative measure of potential effects on water quality (Hydrology Specialist Report (AR031889-032080, p.4).

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS and incorporated into the 2014 FSEIS Alternative. They would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Management direction for wildlife outside of the proposed wilderness is to “emphasize management for big game.”

Management Area 16 is within Idaho Fish and Game Management Units 50 and 51. In a letter, dated September 19, 2007, (AR010438), the Snake River Region of the Idaho Fish and Game offered these comments in response to scoping the Proposed Action.

Swauger Lake trail change to a 4-wheel accessible trail (from 2-wheel) is acceptable. This is a concession for the proposed closure to Shadow Lake. This closure will protect bighorn sheep and mule deer. Please effectively close user created trails up Dry Creek; add no more inventoried motorized routes.

The Swauger Lake Trail was proposed for 4-wheel motor vehicle use in the Proposed Action but was designated for 2-wheeled use in the 2009 ROD Alternative and the 2014 FSEIS Alternative. The trail was closed by Court Order because of evidence immediate harm.

Also, in response to public comments received on the 2013 DSEIS, and because trail 4092 is impacted by early season and late season use, the responsible official chooses to apply a seasonal open period of July 1 to September to minimize impacts to soil and water resources. The following table compares trail designations from the 2009 FEIS for the No Action Alternative the 2009 ROD Alternative and the 2014 FSEIS Alternative.

Table B 74. Comparison of vehicle class designations for the No Action Alternative, the 2009 ROD Alternative, and the 2014 FSEIS Alternative, and management area 16

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40268 Carlson Lake	ATV1	ATV1	Same
4091 Swauger Lake	OHV1	2WL1	Same
4092 Bear-Wet Cr. Trail	2WL5	2WL1	2WLB
U-LR-F-118	N/A	OHV1	same
U112225A	N/A	OHV1	same
U112330B	N/A	OHV1	same
U112317A	N/A	OHV1	This trail is not proposed for designation
U112319A	N/A	OHV1	This trail is not proposed for designation

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit during critical life stages within Management Area 16. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 75. Comparison of acres and percent habitat security by 2009 Alternatives, management area 16

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Middle Pahsimeroi River	100,933	57,250 [57]	64,811 [64]	65,923 [65]	72,109 [71]	50,015 [58]	64,330 [64]
Dry Creek	23,158	16,460 [71]	16741 [72]	17,610 [76]	23,158 [100]	18,085 [78]	18,081 [78]
Middle Big Lost River	88,474	35,704 [40]	40,451 [46]	55,609 [63]	57,501 [65]	49,072 [55]	51,414 [58]
Wet Creek	30,020	14,491 [48]	21,890 [73]	22,072 [74]	25,405 [85]	21,873 [73]	22,429 [75]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same acreas and habitat security values. Both alternatives maintain or increases habitat security and protection during critical life stages in all the hydrologic units for Management Area 16 when compared to the No Action Alternative (Alternative 0). Not designating a previously open trail to Shadow Lake protects bighorn sheep and mule deer.

The system of motor vehicle trails and areas for Management Area 16 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received general comments about motor vehicle uses throughout the Forest and specific comments about trails in this management area, particularly the Swauger Lakes Trail. The comments expressed strong opinions about how the public thinks the Borah Peak Recommended Wilderness Area should be managed. These are summarized in the Content Analysis Summary for the DEIS (AR044946-45569) and each individual letter is filed in the Administrative Record (AR). Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Samplings of the comments are listed in the following table.

Table B 76. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 16

Trail Number and Name	Letter #	Comment
4091 Swauger Lake	851	"I am writing to urge the Forest Service to select Alternative 3 and end the damaging 4-wheeler and motor-bike use on the Swauger Lake Trail in the Borah Peak wilderness."
	823	"Please select Alternative 3 to end 4-wheeler use on the Swauger Lake Trail, Borah Peak proposed wilderness."
	924	SWAUGER LAKE AREA - ATV (all-terrain vehicle) use is out of control and damaging the landscape in this area near the Borah Peak proposed Wilderness. We urge you to take steps to try and control ATV's here.
	926	"Trail 4091 to Swauger Lake provides important access to our Idaho Department of Fish and Game-stocked Trophy Trout fishery. This access should be maintained throughout any alternative enacted."
	910	"Alternatives 2 and 4 designate the Swauger Lake Trail #4091 for yearlong ATV (all-terrain vehicle) use. Alternative 1 identifies this trail open to all motorized uses. Forest Plan Amendment 9 specifically designated this trail for two-wheeled motorized use. In order to retain the existing condition, the trail should not be designated for ATV use. It should remain available for two-wheeled motorized use."
Borah Peak RWA	802	Off-road vehicle use in the Borah Peak and Pioneers recommended wilderness areas is damaging fish and wildlife habitat. Once serene backcountry trails have become rutted, eroded and noisy. These areas not only provide important habitat for fish and wildlife, but you can also enjoy hiking, backpacking and horseback riding there. So they must be protected and appropriately managed."
Borah Peak - Swauger Lake	849	"Forest service should pick alternative 4 (maximum motorized emphasis) for the Borah Peak and Swauger Lake area . . ."

Impacts to soil, watershed and vegetation from motor vehicle, particularly unauthorized use have been temporarily stopped through closure of the Swauger Lake Trail by Court Order.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 16 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS, as well, as the 2014 FSEIS Alternative.

Table B 77. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative for motor vehicle trails within the management area or prescription area, management area 16

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40268 Carlson Lake	Alts. 0, 1, 3, 5: ATV1 Alt. 4: OHV1	ATV1	same
4091 Swauger Lake	Alt. 0: OHV1 Alts. 1 and 5: 2WL1 Alt. 4: ATV1	2WL1	same
4092 Bear-Wet Creek Trail	Alts. 0 and 1: 2WL5 Alts. 4 and 5: 2WL1	2WL1	same
U-LR-F-118	N/A	OHV1	same
U112225A	Alts. 4 and 5: OHV1	OHV1	same
U112330B	Alts. 4 and 5: OHV1	OHV1	same
U112317A	Alts. 4 and 5: OHV1	OHV1	This trail is not proposed for designation
U112319A	Alts. 4 and 5: OHV1	OHV1	This trail is not proposed for designation

The 2009 ROD Alternative designated the Swauger Lake Trail for 2-wheel motor vehicle use; however the trail is closed by Court Order and will remain closed until trail maintenance is performed and resource damage is corrected. Unauthorized routes U112317A and U112319A are not designated in the 2014 FSEIS because resource surveys have not been conducted.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Management Area 16 is within Butte County. No changes are proposed in this route designation project that would increase sound, emissions, or safety concerns.

Conclusion

Impacts to soil, watershed, vegetation and other forest resources are being minimized in part by the closure of Swauger Lake Trail, by Court Order, and the closure of two previously unauthorized trails (U112317A, U112319) because not enough information about the level of use, or condition of these trails is known at this time. These trails dead-end and did not provide access to a recreation destination.

Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of trails that maintains or increases secure habitat for big game.

Seasonal changes for route 4092 that occurred within the 2014 FSEIS Alternative further minimizes impacts to soil and water resources.

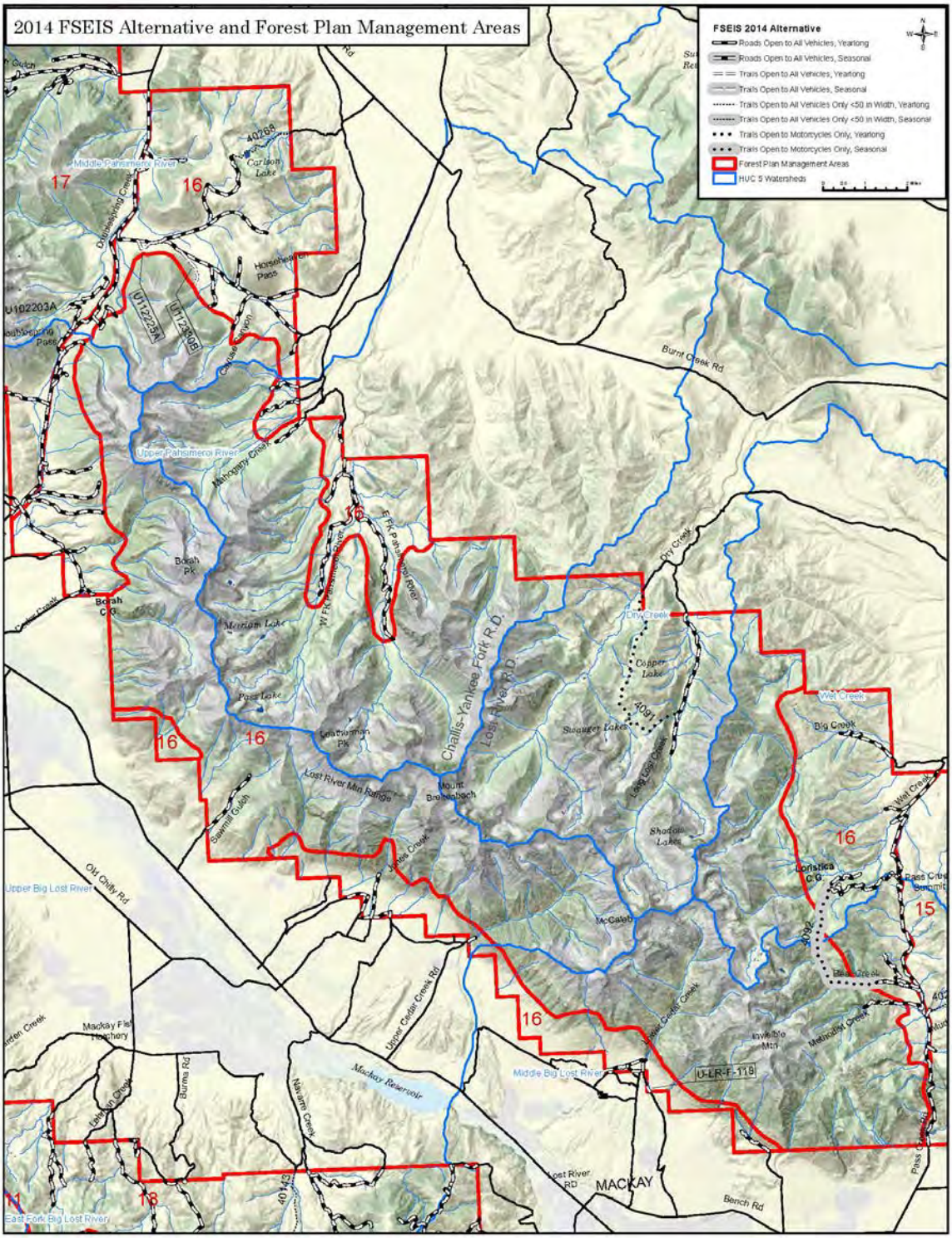

Figure B 15. Management Area #16, Borah Peak

Management Area #17, Pahsimeroi Mountains

The Challis National Forest Plan describes a desired future condition for this management area as:

The character of the land will remain essentially unchanged. Range and wildlife management will provide the dominant resource activities along with timber management on identified suitable acres. Leasing activities for oil and gas exploration could occur.

The plan goes on to define a Management Prescription that:

…will emphasize maintenance or improvement of wildlife habitat and timber production.

Specific Plan direction includes:

1. Manage for dispersed recreation.
2. Direct management activities toward big game and upland game birds. Improve wildlife habitat productivity through improvement projects and coordination with other resources.
3. Manage the most productive and accessible areas for timber production.
4. Maintain or improve water quality and soil productivity.

This management area is located southeast of the town of Challis, west of the Pahsimeroi Valley, and northeast of Willow Creek Summit. It is adjoined by BLM land along the eastern and western management area boundaries.

In designing a system of designated trails for Management Area 17, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

A system of 3 designated trails was included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative for this management area. Of these trails, all were previously unauthorized routes (identified by the letter “U” in the table below) and were analyzed in detail and included in the final design of the designated trail system. The designated system of trails within this management area includes:

The 2014 FSEIS Alternative would not designate Trails U102203A and U122227A which are short extensions off of existing designated roads or Trail U122210B, which the responsible official decided not to designate following further review after the 2009 ROD. There are no motor vehicle trails in this management area; therefore application of minimization criteria does not apply.

Table B 78. System of designated motor vehicle trails (2009 ROD Alternative), management area 17

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U102203A Un-named This trail is not designated in the proposed 2014 FSEIS Alternative because the route was a short dead-end spur	Trail - OHV	Challis-Yankee Fork	Middle Pahsimeroi River	0.24
U122227A Un-named This trail is not designated in the proposed 2014 FSEIS Alternative because the route was a short dead-end spur	Trail - OHV	Challis-Yankee Fork	Middle Pahsimeroi River	0.41
U122210B Un-named This trail is not designated in the proposed 2014 FSEIS Alternative because resource surveys to identify trail conditions were not conducted	Trail - OHV	Challis-Yankee Fork	Middle Pahsimeroi River	0.82

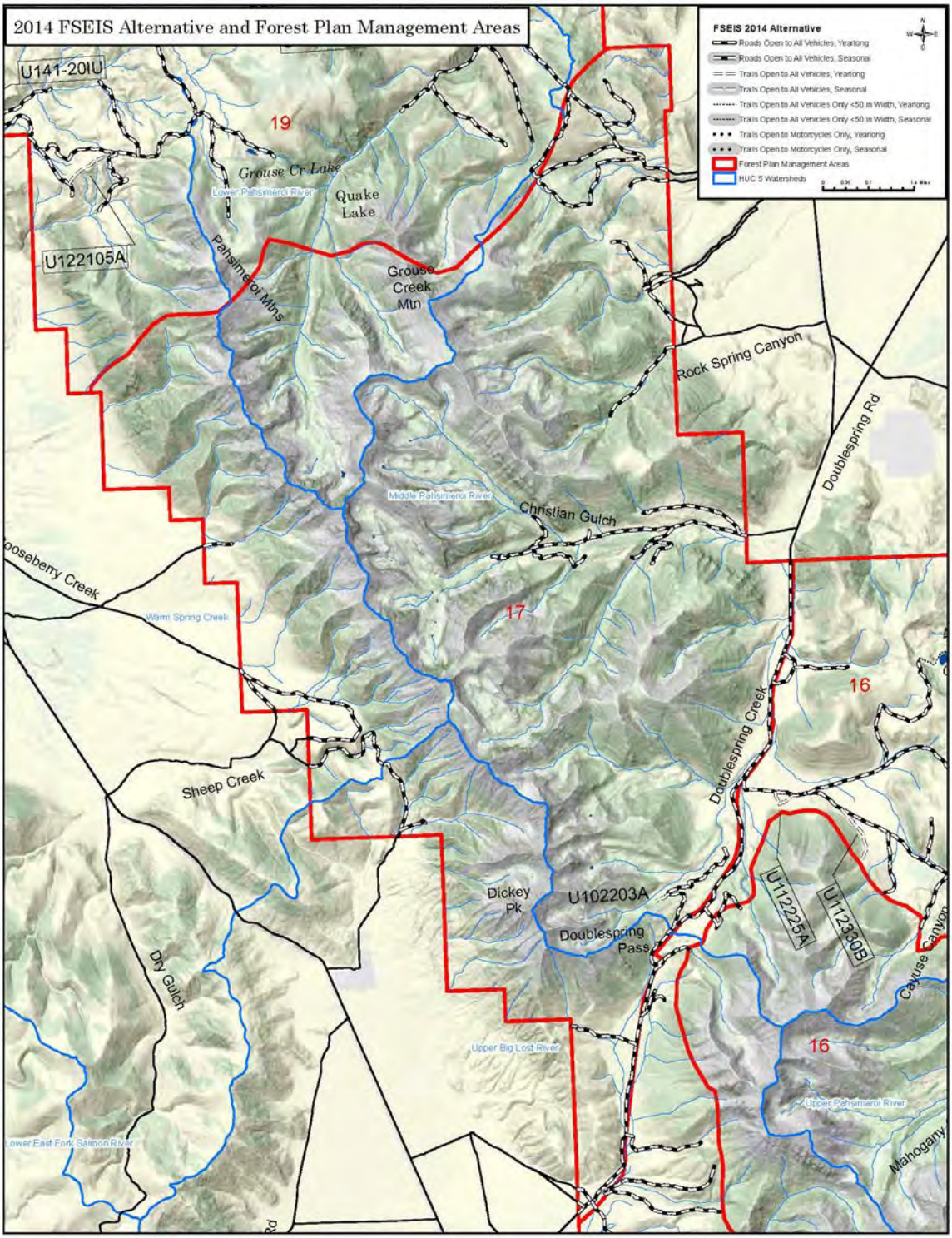

Figure B 16. Management Area #17, Pahsimeroi Mountains

Management Area #18, Mackay Front

The Challis National Forest Plan describes a desired future condition for this management area as:

The character of the land will remain essentially unchanged. Wildlife and dispersed recreation will provide the dominant resource activities….

The Plan goes on to define a Management Prescription that:

…will emphasize protection of visual qualities on slopes facing Highway 93, dispersed recreation opportunities, range administration and enhancement of wildlife habitat…

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Emphasize habitat management for elk, mule deer, and upland game birds.
3. Emphasize maintaining or improving stream habitat quality.
4. Protect or improve soil productivity and water quality.

In designing a system of designated trails for Management Area 18, the Responsible Official considered the management plan direction described above, as well as, balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses. In addition, the Responsible Official took care to enhance dispersed recreation opportunities near the city of Mackay by providing additional motor vehicle trails close to town and linking them directly to the existing system.

A system of 15 designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative for this management area. Of these trails, eight were previously unauthorized routes (identified by the letter “U” in the table below) and were analyzed in detail and included in the final design of the designated trail system. The designated system of trails includes:

Table B 79. System of designated motor vehicle trails (2009 ROD Alternative), management area 18

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40143 Navarro	Trail - ATV and 2WL open	Lost River	Upper Big Lost River	0.43
40495 East Fork Navarre	Trail - ATV and 2WL open	Lost River	Upper Big Lost River	1.59
40516 Stewart Canyon	Trail - ATV and 2WL open	Lost River	Middle Big Lost River	0.91
40554 Bullion Canyon	Trail - ATV and 2WL open	Lost River	Middle Big Lost River	0.18
4069 Sawmill Canyon	Trail - OHV	Lost River	Middle Big Lost River	0.99
4070 Corral-Stewart	Trail - ATV and 2WL open	Lost River	East Fork Big Lost River	0.15
4070 Corral-Stewart	Trail - ATV and 2WL open	Lost River	Middle Big Lost River	1.41
4347 Trail Creek-Cherry Creek	Trail - ATV and 2WL seasonal	Lost River	Antelope Creek	0.09
4347 Trail Creek-Cherry Creek	Trail - ATV and 2WL seasonal	Lost River	Middle Big Lost River	2.87
U-LR-F-018 Un-named	Trail - OHV	Lost River	Headwaters Big Lost River	1.11
U062426A Un-named	Trail - ATV and 2WL open	Lost River	Middle Big Lost River	1.88
U062427B Un-named	Trail - ATV and 2WL open	Lost River	Middle Big Lost River	0.93
U072331A Un-named	Trail - ATV and 2WL open	Lost River	Upper Big Lost River	3.55
U082126A Un-named	Trail - OHV	Lost River	Upper Big Lost River	0.76
U141-19VU Un-named	Trail - OHV	Lost River	Headwaters Big Lost River	0.05
U141-19VZ Un-named	Trail - OHV	Lost River	Headwaters Big Lost River	0.02
U141-19VZS Un-named	Trail - OHV	Lost River	Headwaters Big Lost River	0.02

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails is low (0.1 -0.7 mi/mi2) for the five 5th level hydrologic unit codes (HUC's), also known as watersheds. The definitions of low, medium and high route density are described in the 2009 FEIS (AR046269, p. 3.108-3.109). Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 80. Motor vehicle route density in miles per square mile, management area 18

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Antelope Creek	0.7	0.4	0.4	0.6	0.4
East Fork Big Lost River	0.5	0.5	0.4	0.5	0.4
Headwaters Big Lost River	0.2	0.1	0.0	0.1	0.1
Middle Big Lost River	0.8	0.5	0.4	0.6	0.6
Upper Big Lost River	0.7	0.4	0.4	0.6	0.5

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that maintain or reduce route densities when compared to the No Action Alternative in all five 5th field hydrologic units within the management area. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 18. Reducing route density within this management area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

With the exception of Middle Big Lost River HUC, the number of routes within 300 feet of water quality limited streams in The 2014 FSEIS Alternative is maintained or reduced when compared to the No Action alternative. Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

All previously unauthorized routes have low to moderate erosion potential except U072331A which has moderate to very high erosion potential along its 3.55-mile length. The route was analyzed for non-motorized use and motor vehicle use and was designated in the 2014 FSEIS Alternative because it provides a loop opportunity and hunting access in an area of Management Area18 that has few motor vehicle routes (see map). This is consistent with the management area emphasis for dispersed recreation.

Based on comments (AR042068, AR042408, and AR042410) from the City of Mackay and motor vehicle organizations, the responsible official chose the 2014 FSEIS Alternative which minimizes impacts to soil and water while balancing competing desires for motor vehicle recreation and non-motorized uses.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive

plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS. The2009 ROD Alternative and the 2014 FSEIS would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the SCNF (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Wildlife direction specific to Management Area 18 is to "Emphasize improvement of big game winter ranges (especially bitterbrush stands) and complexes comprising moist habitats, through close coordination with the range program." Forest-wide direction states "Where ORV is causing serious conflicts with big game use of winter habitat, the areas will be closed to ORV use".

Management Area 18 is within Idaho Fish and Game Management Unit 5D. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended, "We would like travel off designated routes for game retrieval to be prohibited." The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 18 was restricted maintain or improve desirable plant condition, provide big game animals with areas free of adverse disturbance during key winter periods, and maintain or improve the soil resource and/or prevent adverse soil erosion."

The following table compares trail designations for the No Action Alternative, 2009 ROD Alternative and 2014 FSEIS Alternative.

Table B 81 Comparison of vehicle class designations for the No Action Alternative and the 2009 ROD Alternative, and 2014 FSEIS Alternative, management area 18

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40143 Navarro	N/A	ATV1	same
40495 East Fork Navarre	N/A	ATV1	same
40516 Stewart Canyon	N/A	ATV1	same
40554 Bullion Canyon	N/A	ATV1	same
4069 Sawmill Canyon	ATV1	OHV1	same
4070 Corral-Stewart	ATV1	ATV1	same
4347 Trail Creek–Cherry Creek	ATV1	ATVA	same
U-LR-F-018 Un-named	N/A	OHV1	same
U062426A Un-named	OHV1	ATV1	same
U062427B Un-named	OHV1	ATV1	same
U072331A Un-named	N/A	ATV1	same
U082126A	N/A	OHV1	same

Un-named			
U141-19VU Un-named	N/A	OHV1	same
U141-19VZ Un-named	N/A	OHV1	same
U141-19VZS Un-named	N/A	OHV1	same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 18. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 82. Comparison of acres and percent habitat security by 2009 Alternatives, management area 18

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Antelope Creek	91,175	32,037 [35]	36,622 [40]	58,518 [64]	62,532 [69]	53,061 [58]	60,652 [67]
East Fork Big Lost River	126,483	64,307 [51]	78,879 [62]	82,701 [65]	89,502 [71]	84,723 [67]	85,843 [68]
Headwaters Big Lost River	32,172	20,039 [62]	24,114 [75]	27,235 [85]	30,732 [96]	27,463 [85]	28,604 [89]
Middle Big Lost River	88,474	35,704 [40]	40,451 [46]	55,609 [63]	57,501 [65]	49,072 [55]	51,414 [58]
Upper Big Lost River	64,753	30,178 [47]	35,826 [55]	43,980 [68]	45,843 [71]	39,000 [60]	40,225 [62]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security and protection during critical life stages in all the hydrologic units for Management Area 18 when compared to the No Action Alternative (Alternative 0). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 18 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

Most of the Salmon-Challis National Forest is adjacent to lands managed by the Bureau of Land Management. Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and both the Challis and Salmon field offices of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to

minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

The Administrative Record includes correspondence between agencies that demonstrates consideration of recreational opportunities and access needs and minimization of conflicts on neighboring public lands in making route designation decisions (AR010466, AR010490, AR010570, AR 010688, AR042107, AR042374, AR042263, AR042353; AR020074 and AR044296). Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

Within Management Area 18, the Challis BLM identified connectivity concerns with route 40544 Bullion Canyon (AR10750 Map 4 - not in numerical order within the document). The Forest designated this route for ATV use consistent with the designation on neighboring BLM land to minimize conflicts between motor vehicle use and proposed recreational uses.

Individuals also identified connectivity concerns and the desire for specific trail designations. These are included in the Administrative Record (AR) in the Content Analysis Summary for the DEIS (AR044946-45569). Samplings of the comments are listed in the following table which shows the route, the numbered letter from the individual submitting the comment, the comment, and the page number in the AR. The table below does not include all comments for a specific route.

Table B 83. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 18

Trail Number and Name	Letter #	Comment
40143 Navarro (Also Navarre)	866	"I would like to see that the below listed trails, on the Challis Forest Ranger District (sic), are not missed and are added to the map, in the designation process. These trails are important loop trails. Black Daisy: This trail connects from the mine at the top of Black Daisy to a connector on BLM land south of Mackay Reservoir. Navarre: This trail connects Forest Road 493 with Navarre and Mackay Reservoir. Trail Creek Trail 238: Trail 238 goes to Cherry Creek, then to Trail 249, then onto Antelope Pass Road."
40495 East Fork Navarre	1092	"Black Daisy, Navarre, Trail Creek Trail 238 . . . loop trails are badly needed . . . trails are needed so that Mackay area can attract ATV (all-terrain vehicle) tourist."
40516 Stewart Canyon	491	"Ensure that opportunities are in place for loops on Mine Hill including: Windy Devil to Navarre, Alder Creek to Cherry Creek, Stewart to Corral Creek, Navarre to Burma."
40554 Bullion Canyon		No comments received from general public. See BLM comment described above.
4069 Sawmill Canyon		See comment below
4070 Corral-Stewart	867	"Stewart Canyon to Corral Creek (4070) is marked to remain an ATV (all-terrain vehicle) road and should remain so. This is a key element in the various loops from Mackay to Copper Basin. Two other trails connecting to Stewart can make long loops: a. The Burma Road (40142) on the Mackay side of the ridge as a part of the various loop trails is not the most desirable route back to Mackay because of vehicular traffic and blind switchbacks. However, connecting the Navarro Creek portion (40493) to the roads below the Mackay

Trail Number and Name	Letter #	Comment
		Reservoir that lead back to Mackay (Blaze Canyon Windy Devil) allows ATVs to leave the Burma Road at the top of the ridge prior to the many switchbacks on the eastern side of the Burma. The Navarro Creek and Black Daisy areas were once connected to trails that reached from Mackay to beyond the reservoir and could be reopened. (The Committee realizes much of this is on BLM land; however, the upper portions are FS.) b. The Sawmill Canyon road (4347) from Alder Creek (40144) needs to be connected to the Antelope Trail (40521). This connection allows access to both Copper Basin and Antelope. This loop is multiple and can be used from several access points. The ruggedness of the upper Sawmill area precludes most unauthorized cross-country travel."
4347 Trail Creek–Cherry Creek	848	". . . following suggestions: Trail #40493 needs to show existing connection to #40143, Trail #4347 needs to show existing connection to#40521 and then on to trail #40135, Toolbox-Herd Creek trail should remain open…"
U-LR-F-018		No comments received except from BLM
U062426A		No comments received except from BLM
U062427B		No comments received except from BLM
U072331A	1040	Please designate this route, identified as U072331A, for ATVs. The above trails complete an ATV loop ride from the Mackay Mine tour that includes the Stewart Canyon/Corral Creek trail.
U082126A		No comments received except from BLM
U141-19VU		No comments received except from BLM
U141-19VZ		No comments received except from BLM
U141-19VZS		No comments received except from BLM

No public comments were received requesting that any of the above trails not be designated.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 18 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 84. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 18

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative Vehicle Class and Season of Use
4069 Sawmill Canyon	Alt. 0, ATV and 2-wheel use, yearlong	OHV use, yearlong	same
4347 Trail Creek- Cherry Creek	Alt. 0 and Alt. 4, ATV and 2-wheel use, yearlong Alt. 3, ATV use, May 22 – Sept. 7. Alternative 5 ATV use, yearlong	ATV and 2-wheel use, yearlong	same
U062426A	Alt. 0 and Alt. 4 trail - ATV and 2-wheel use, yearlong	ATV and 2-wheel use, yearlong	same
U062427B	Alt. 0 and Alt. 4, OHV use yearlong Alternative 5 ATV use, yearlong	ATV and 2-wheel use, yearlong	same
U072331A	Alt. 4, OHV use yearlong	ATV and 2-wheel use, yearlong	same
U082126A	Alt. 4, OHV use yearlong	ATV and 2-wheel use, yearlong	same

Within Management Area 18, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is generally very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Management Area 18 is within Butte County near the town of Mackay (See map). Approximately 16 percent of the land base in the county lies within the Challis National Forest (AR046545).

A letter from Mackay Mayor Otto Higby states “the Lost River Valley is strongly committed to offroad vehicles as a method of promoting tourism in our area and is an economic benefit to our community. This can only be achieved with a high quality system of connecting trails (AR042408). In his letter, Mayor Highby recommends the following trails be designated for motor vehicle use within Management Area 18 (AR042408)

- Trail #4347 needs to show existing connection to # 40521 and then on to
- Trail #40135.
- Cherry Creek - Need to show existing trail connecting Cherry Creek to the
- Antelope Pass Road.
- Navarre - Need to show existing trail #493 connecting Navarre Canyon with Mackay Reservoir.

Conclusion

Damage to soil, watershed, vegetation and other forest resources is minimized by designating motor vehicle trails on soils with low to moderate erosion potential with the exception of Trail U072331A. While Alternative 3 would have reduced impacts the most compared to the other action alternative, the responsible office chose the 2014 FSEIS Alternative because the designated motor vehicle trails provide recreation opportunities that are particularly important to the City of Mackay. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes with low route density within the management area.

Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized though cooperation and coordination to consistently designate routes, on adjoining ranger districts and adjacent BLM land and ensure consistency of vehicle type and seasonal use periods.

This management area is just west of the town of Mackay and has been identified by the city an important area for ATV use to attract tourists to the area. Loop trails and day-long rides are desirable ATV opportunities. The responsible official chose to designate motor vehicle trail, including previously unauthorized routes, to meet the existing and future demand for motor vehicle use opportunities near the town of Mackay.

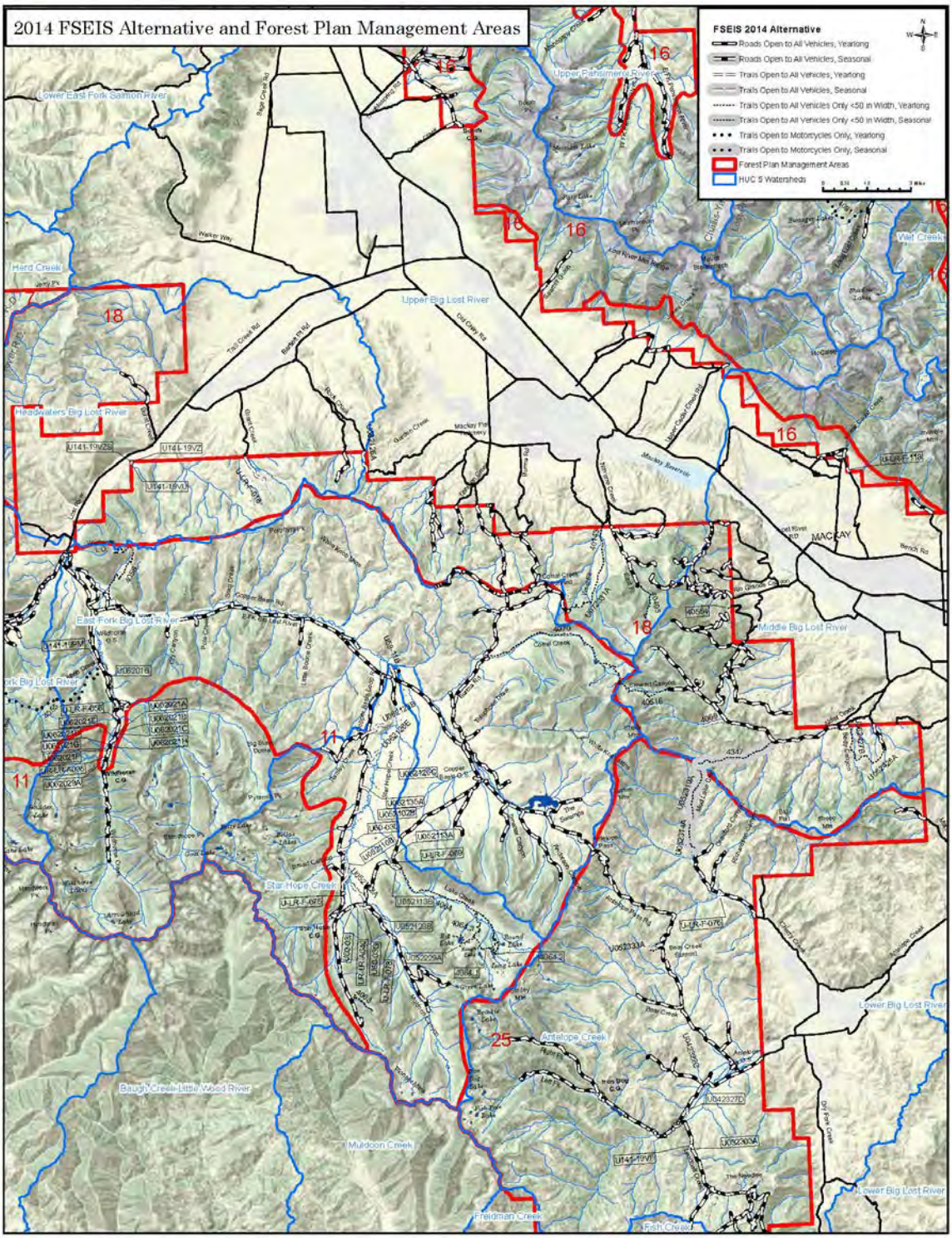

Figure B 17. Management Area #18, Mackay Front

Management Area #19, North Pahsimeroi

The Challis National Forest Plan describes a desired future condition for this management area as:

The character of the land will remain essentially unchanged. Range and wildlife management will provide the dominant resource activities.

The plan goes on to define a Management Prescription stating:

Management will emphasize range administration, and protection of visual qualities on slopes visible from Highway 93.

Specific Plan direction includes:

1. Provide dispersed recreation opportunities.
2. Direct habitat management activities toward big game and upland game birds.
3. Improve wildlife habitat productivity through improvement projects and coordination with other resources.
4. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 19, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

This management area is located northeast of the town of Challis and west of the Pahsimeroi Valley and is adjoined by BLM land along the northern, eastern and western management area boundaries.

A system of nine designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative for this management area. Of these trails, eight were previously unauthorized routes (identified by the letter “U” in the table below) and were analyzed in detail and included in the final design of the designated trail system. The designated system of trails within this management area includes:

Table B 85. System of designated motor vehicle trails (2009 ROD Alternative), management area 19

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40113 Meadow Creek	Trail - ATV and 2WL open	Challis-Yankee Fork	Lower Pahsimeroi River	3.53
U122105A	Trail - OHV	Challis-Yankee Fork	Warm Spring Creek (1)	0.78
U132009A	Trail - OHV	Challis-Yankee Fork	Garden Creek-Salmon River	0.11
U132010	Trail - OHV	Challis-Yankee Fork	Garden Creek-Salmon River	0.09
U132113A	Trail - OHV	Challis-Yankee Fork	Lower Pahsimeroi River	0.19
U132219B	Trail - OHV	Challis-Yankee Fork	Lower Pahsimeroi River	0.75
U141-20IU	Trail - OHV	Challis-Yankee Fork	Warm Spring Creek (1)	0.41
U141-20IV	Trail - OHV	Challis-Yankee Fork	Warm Spring Creek (1)	0.47
U27-01MM	Trail - OHV	Challis-Yankee Fork	Lower Pahsimeroi River	0.24

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density which includes both roads and motor vehicle trails varies among alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative. Previously unauthorized routes are located on soils with low to moderate erosion potential

Table B 86. Motor vehicle route density in miles per square mile, management area 19

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Garden Creek-Salmon River	1.1	1.1	1.0	1.2	1.0
Lower Pahsimeroi River	0.4	0.4	0.4	0.5	0.4
Warm Spring Creek	0.6	0.6	0.6	0.6	0.6

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that maintain or reduce route densities when compared to the No Action Alternative in all 5th field hydrologic units within the management area. maintains or reduces route densities when compared to the No Action Alternative in all three 5th field hydrologic units within the management area. Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 19. Reducing route density within this management area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

The 2009 Preferred Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417) and the 2014 FSEIS Alternative also maintains or reduces the number of routes within 300 feet of water quality impaired streams for all 5th field hydrologic units except the Warm Springs hydrologic unit when compared to the No Action Alternative. Within the Warm Springs 5th field hydrologic unit, The 2009 Preferred Alternative and the 2014 FSEIS Alternative increase the miles of routes within 300 feet of water quality impaired streams from 4 miles to 5 miles. Warm Springs Creek is a water quality impaired stream because of flow alteration (not pollutants or sediment) which is generally related to irrigation practices. Although, Alternative 3 maintains or reduces all measurement indictors it did not consider designating trails U122105A, U1320009A, U132010, U132219B, U141-20IU, U141-20IV, and U27-01MM as requested by the BLM to provide connectivity to trails they manage. The responsible official designated these motor vehicle trails to provide consistent connectivity with trails on adjoining BLM land.

The 2014 FSEIS Alternative increases the miles of routes within 300 feet of a water quality impaired stream in the Warm Spring Creek hydrologic unit from 4 miles to 5 miles. Measurement indicators are reduced in the Garden Creek-Salmon River and Lower Pahsimeroi 5th field hydrologic units when compared to the No Acton Alternative and Alternative 1. This is expected to minimize impacts to soil and water within this management area as a whole. In designing a system of routes within this management area, the Responsible Official thought consistency with adjoining public lands was an important part of the purpose and need and selected the 2014 FSEIS Alternative.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp. 2.7-2.11, AR046334-046336), and incorporated in the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS. The ROD Alternative would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 19 is to “Direct habitat management activities toward big game and upland game birds” and “Improve wildlife habitat productivity through improvement projects and coordination with other resources.” Forest-wide direction states

"Where ORV use is causing serious conflicts with big game use of winter habitat, the areas will be closed to ORV use."

Management Area 19 is within Idaho Fish and Game Management Unit 37. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended, "The current routes and restrictions should be maintained. Any user-created trails or roads should be closed and rehabilitated." The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 19 was restricted to maintain or improve desirable plant condition, provide big game animals with areas free of adverse disturbance during key winter periods, and maintain or improve the soil resource and/or prevent adverse soil erosion."

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, mountain goats, and pronghorn antelope. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). As displayed in Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996) the acres and percent of habitat security by 5th field hydrologic unit are displayed in the following table.

Table B 87. Comparison of acres and percent habitat security by 2009 Alternatives, management area 19

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Garden Creek Salmon River	28,634	7,760 [27]	13,966 [49]	15,026 [52]	17,206 [60]	11,009 [38]	14,349 [50]
Lower Pahsimeroi River	111,406	68,404 [61]	77,139 [69]	77,143 [69]	82,936 [74]	70,228 [63]	78,764 [71]
Warm Spring Creek	25,449	11,938 [47]	15,282 [60]	15,282 [60]	15,283 [60]	14,223 [56]	14,395 [57]

The 2009 Preferred Alternative (Alternative 5), and the 2014 FSEIS increases the number of acres and percent big game security when compared to the No Action Alternative for the Garden Cr.-Salmon River and Lower Pahsimeroi River 5th field hydrologic units in this management area. The number of acres and percent big game security in the Warm Spring Cr. 5th field hydrologic unit decreases slightly when compared to the No Action alternative primarily because of newly designated routes within this 5th field hydrologic unit. Alternative 3 provides slightly more acres of habitat security when comparing all action alternatives.

Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area, with the exception of the Warm Springs 5th field hydrologic unit where the majority of the previously unauthorized trails designated to connect with BLM trails are located (1.66 miles of the 2.17 miles of previously unauthorized trails).

The system of motor vehicle trails and areas for Management Area 19 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

The Administrative Record includes correspondence between agencies that demonstrates consideration of recreational opportunities and access needs and minimization of conflicts on neighboring public lands in making route designation decisions.

Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The BLM requested the responsible official designate trails U132219B (AR042263, AR042353), U132009A, U132113A, U141-20IU, U141-20IV, and U27-01MM, (AR042353) to provide connectivity with their adjoining trails. The addition of these trails adds 2.17 miles of motor vehicle trails within the 65,692-acre management area.

No comments were received from individuals regarding the designation of these specific routes.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 19 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Within Management Area 19, a conflict among different classes of motor vehicle uses on Forest System lands was resolved by designating route 40113 for ATV and 2-wheel use rather than all vehicles which was proposed in Alternatives 0, 1, and 2 in the DEIS (AR044846). The route is not suitable for passenger vehicles.

Table B 88. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative for motor vehicle trails within the management area or prescription area, management area 19

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative Vehicle Class and Season of Use
40113 Meadow Creek	Alt.0 Road Alt.1 Road Alt. 3 and Alternative 5, ATV and 2-wheel use, yearlong; Alt. 4 , OHV use yearlong	ATV and 2-wheel use, yearlong (converted from road to trail)	same
U122105A Un-named	Alt. 0Unauthorized route Alt. 3, Alt. 4, Alt.5 OHV use, yearlong	OHV use, yearlong	same
U132009A Un-named	Alt. 0Unauthorized route Alt. 3 non-motorized used Alt. 4 and Alternative 5 OHV use, yearlong	OHV use, yearlong	same
U132010 Un-named	Alt. 0 Unauthorized route Alt. 3 non-motorized used Alt. 4, and Alternative 5 OHV use yearlong	OHV use, yearlong	same
U132113A Un-named	Alt. 0, Unauthorized route Alt. 3 non-motorized used Alt. 4, and Alternative 5 OHV use yearlong	OHV use, yearlong	same
U132219B Un-named	Alt. 3 Alt. 3 non-motorized used Alt. 4 1.15 miles, and Alternative 5 0.75 mile OHV use yearlong	0.75 mile OHV use, yearlong	same
U141-20IU Un-named	Not analyzed in other alternatives Alt. 4, and Alternative 5 OHV use yearlong	OHV use, yearlong	same
U141-20IV Un-named	Not analyzed in other alternatives Alt. 4, and Alternative 5 OHV use yearlong	OHV use, yearlong	same
U27-01MM Un-named	Not analyzed in other alternatives Alt.5 OHV use yearlong provide to connectivity with BLM.	OHV use, yearlong	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Management Area 19 is within Custer County about 10 miles northeast of the town of Challis.

Comments from Custer County Commissioners state “Any roads and trails within F.S. boundaries should be open for public use. However attention should be given to creating loops when possible. The only elimination should be when many routes exist. In that case the most environmentally friendly should be chosen” (AR000573).

Motor vehicle use is compatible with the existing condition of this rural area with most of the local populace favoring motor vehicle use.

Conclusion

Management Area direction for Management Area 19 states “The character of the land will remain essentially unchanged” and “management will emphasize … protection of visual qualities on slopes visible from Highway 93.” The design of motor vehicle trails for the 2014 FSEIS Alternative adds 3.04 miles of previously unauthorized trails within the 65,692-acre management area, which essentially leaves the character of the land unchanged. BLM routes are in the foreground of routes visible from Highway 93; the 1.43 miles added to provide connectivity to BLM routes connecting does not detract from visual quality (see map for location of routes).

Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area as a whole. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized though cooperation and coordination to consistently designate routes, on adjoining ranger districts and adjacent BLM land and ensure consistency of vehicle type and seasonal use periods.

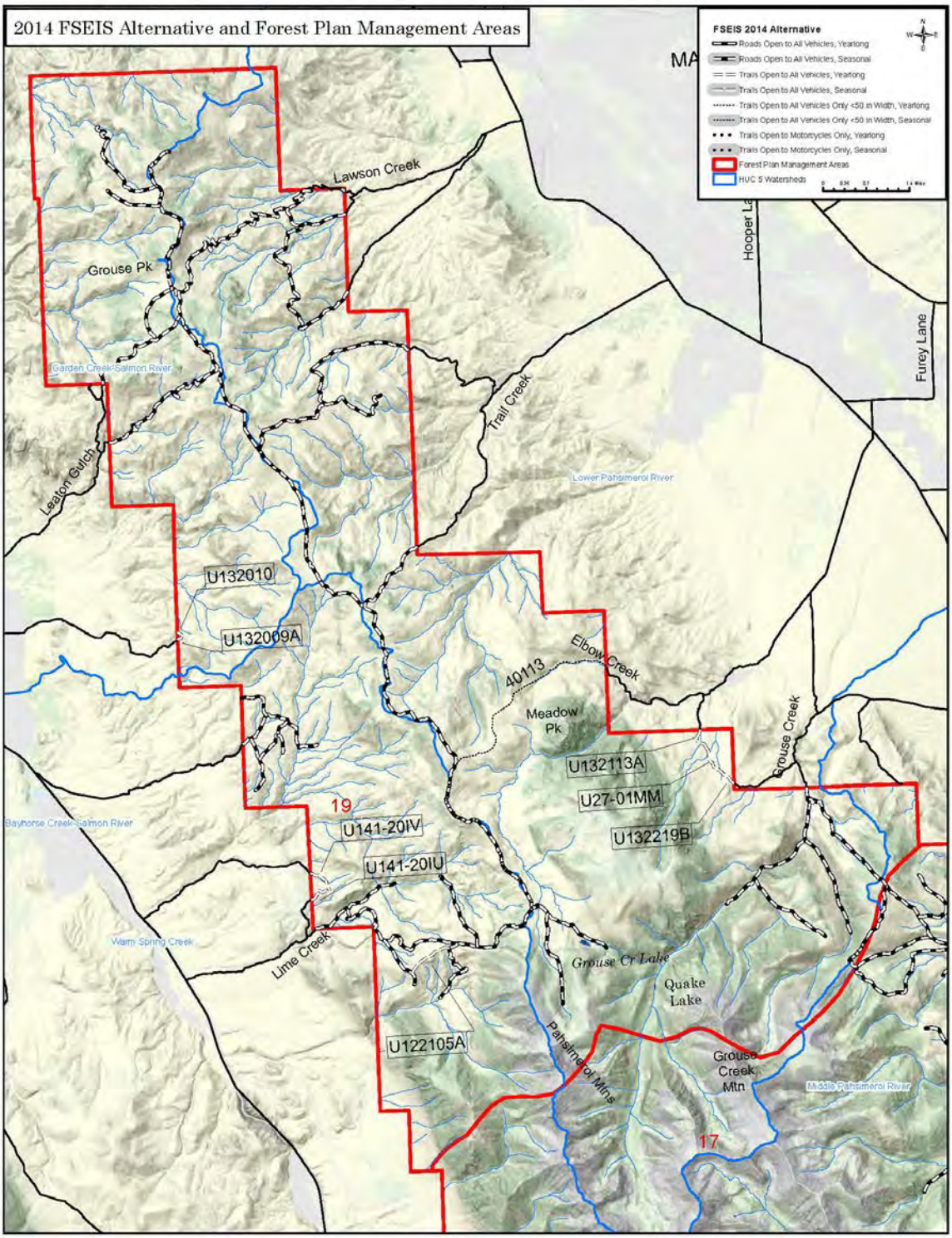

Figure B 18. Management Area #19, North Pahsimeroi

Management Area #20, North Lemhi

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will remain essentially undeveloped.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities and enhancement of wildlife habitat.

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Emphasize habitat management for big game and upland game birds. Improve wildlife habitat productivity through improvement projects and coordination with other resources.
3. Harvest commercial stands in the most productive and accessible areas.
4. Maintain or improve water quality and soil productivity. Small hydro-electric projects potential exists.

In designing a system of designated trails for Management Area 20, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses

A system of 19 designated trails was included in the ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. All trails included in the design of this system are existing system trails. No previously unauthorized trails were designated as part of the designed trail system; this is in keeping with the direction that the “area will remain essentially undeveloped.” The designated system of trails within this management area is described in the following table.

Table B 89. System of designated motor vehicle trails (2009 ROD Alternative), management area 20

Trail Number and Name	2009 ROD Status	District	5th Field Hydrologic Unit	Miles	2014 FSEIS Alternative
4072 Patterson-Morse Creek	Trail - ATV and 2WL open	Challis-Yankee Fork	Lower Pahsimeroi River	1.47	2WLA
4073 Morse Creek Canyon	Trail - ATV closed and 2WL seasonal	Challis-Yankee Fork	Lower Pahsimeroi River	2.40	same
4074 East Fork Patterson Creek	Trail - ATV and 2WL open	Challis-Yankee Fork	Lower Pahsimeroi River	2.65	same
4075 North Fork Big Creek	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	8.47	same
4076 Snowbank	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	0.28	same
4076 Snowbank	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Sawmill Creek	0.03	same
4079 Big Gulch	Trail - ATV closed and 2WL seasonal	Challis-Yankee Fork	Middle Pahsimeroi River	1.75	same
4177.02 Summerhouse Canyon	Trail - ATV and 2WL seasonal	Challis-Yankee Fork	Middle Pahsimeroi River	1.02	same
4183.02 Lake Fork In response to public comment, this trail will be closed with a Forest Supervisor's Closure Order until maintenance work is completed to minimize impacts to soils and watershed.	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	2.91	same
4193 Iron Creek Point	Trail - ATV closed and 2WL seasonal	Challis-Yankee Fork	Middle Pahsimeroi River	0.87	same
4193 Iron Creek Point	Trail - ATV closed and 2WL seasonal	Challis-Yankee Fork	Sawmill Creek	0.03	same
4196 Park Fork-Lake Fork	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	2.75	same
4241 Park Fork-Lake Fork	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Hat Creek-Salmon River	2.95	same
4241	Trail - ATV	Challis-	Lower Pahsimeroi	1.61	same

Trail Number and Name	2009 ROD Status	District	5th Field Hydrologic Unit	Miles	2014 FSEIS Alternative
Ennis Gulch	closed and 2WL open	Yankee Fork	River		
4242 Poison Creek-Cow Creek	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Hat Creek-Salmon River	4.76	same
4243 Little Morgan -Cow Creek	Trail - OHV	Challis-Yankee Fork	Lower Pahsimeroi River	0.53	same
4243 Little Morgan -Cow Creek	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Hat Creek-Salmon River	2.66	same
4243 Little Morgan -Cow Creek	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Lower Pahsimeroi River	1.41	same
6183.1 Big Timber Creek	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	1.36	same
6184 Rocky Creek	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	0.36	same
6185 Patterson Creek	Trail - ATV and 2WL open	Challis-Yankee Fork	Lower Pahsimeroi River	1.84	same
6185 Patterson Creek	Trail - ATV and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	0.70	same
6187 Middle Fork Little Timber Creek	Trail - ATV closed and 2WL open	Challis-Yankee Fork	Middle Pahsimeroi River	0.49	same

Minimization Criteria

Motorized route density, includes both roads and motor vehicle trails, varies between alternatives and 5th level hydrologic unit codes (HUC's), also known as watersheds. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 90. Motor vehicle route density in miles per square mile, management area 20

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hat Creek-Salmon River	0.9	0.9	0.3	0.9	0.8
Lower Pahsimeroi	0.4	0.4	0.4	0.5	0.4
Upper Pahsimeroi	0.3	0.3	0.2	0.3	0.2
Sawmill Creek	0.9	0.9	0.6	0.9	0.8

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that maintain or reduce route densities when compared to the No Action Alternative in all five 5th hydrologic units within the management area. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 20. The 2014 Alternative designates a seasonal open period on Trail 4072 which is impacted by early seasonal use. The Trail will be available to 2-wheel motor vehicle use from July 1 to September 30, when the trail is drier and less susceptible to soil and water impacts. Although Alternative 3 would have reduced route density more in some 5th field hydrologic units than the 2014 FSEIS Alternative the responsible official chose to designate existing system trail and restore them to the class of vehicle for which they were originally constructed.

The 2014 FSEIS Alternative also maintains or reduces of number of routes within 300 feet of water quality impaired streams for all 5th field hydrologic units (Table 3-9, 2009 FEIS p. 3.35, AR046417) when compared to the No Action Alternative. Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS. The 2009 ROD Alternative (AR042008) and the 2014 FSEIS Alternative would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest.

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 20 is to “Direct habitat management activities toward big game and upland game birds” and “Improve wildlife habitat productivity through improvement projects and coordination with other resources.”

Management Area 20 is within Idaho Fish and Game Management Unit 37A. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended “The current routes and restrictions should be maintained. Any user-created trails and roads should be closed and rehabilitated.” The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 20 was restricted maintain or improve desirable plant condition, provide big game animals with areas free of adverse disturbance during key winter periods, and maintain or improve the soil resource and/or prevent adverse soil erosion.”

No previously unauthorized trails were designated when designing a system of motor vehicle trails for Management Area 20; only previously designated (system trails) were included in the design. A portion of the Snowbank Trail (0.31 mile) and the Park Fork-Lake Fork Trail (2.75 miles) previously designated for seasonal motorcycle use were designated for year round use based on comments to provide connectivity to trails on adjoining ranger districts. These are the only two trails that lessened restrictions from previous designations. A seasonal restriction for

wildlife purposes was designated on Trial Trail 4073, and a vehicle type restriction was designated on Trail 6187. Other trails within this management area were previously subject to unauthorized use by larger vehicle types and are designated for their intended vehicle type to restore big game security.

Numerous comments were received from individuals, motor vehicle groups, and the Idaho Department of Parks and Recreation regarding the designation of trails within this management area. Comments focused on wildlife security and the desire for 2-wheel motor vehicle trails. These issues are discussed in the following sections: "Conflicts between motor vehicle use and existing or proposed recreational uses" and "Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands".

The following table compares trail designations for the No Action Alternative, the 2009 ROD Alternative, and the 2014 FSEIS Alternative. Trails marked with an asterisk were designated for motorcycle use on the 1994 Challis Map but were shown as OHV trails in the No Action Alternative because these trails had been used by larger-sized unauthorized vehicles during the past two decades.

Table B 91. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management area 20

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alterntaive
4072 Patterson-Morse Creek	Trail - ATV and 2WL open yearlong	Trail - 2WLA	2WL open 7/1-9/30
4073[1] Morse Creek Canyon	Trail - ATV and 2WL open yearlong	Trail - ATV closed and 2WL seasonal (A)	same
4074[1] East Fork Patterson Creek	OHV yearlong	Trail - ATV and 2WL open	same
4075[1] North Fork Big Creek	OHV yearlong	Trail - ATV closed and 2WL open	same
4076[2] Snow Bank	2WL yearlong	Trail - ATV closed and 2WL open	same
4079 Big Gulch	2WL seasonal (B)	Trail - ATV closed and 2WL seasonal (B)	same
4177.02 Summerhouse Canyon	2WL seasonal	Trail - ATV and 2WL seasonal (B)	same
4183.02[1] Lake Fork	ATV yearlong	Trail - ATV closed and 2WL open	same
4193 Iron Creek Point	2WL seasonal	Trail - ATV closed and 2WL seasonal (B)	same
4196	2WL seasonal	Trail - ATV closed and	same

[2] Snowbank Trail 4076 was incorrectly listed in the DEIS and FEIS No Action Alternative (Alternative 0) and Designated System of Routes as open seasonally. This is NOT correct. According to data prepared in 2007 for development of the Travel Plan, Snowbank Trail 4076 was open for motorcycle use yearlong. The trail is approximately 19 miles long and is within Management Area 20 (Challis Ranger District) and Management Area 22 (Lost River Ranger District).

Park Fork-Lake Fork		2WL open	
4241[1] Ennis Gulch	OHV yearlong	Trail - ATV closed and 2WL open	same
4242[1] Poison Creek-Cow Cr.	OHV yearlong	Trail - ATV closed and 2WL open	same
4243[1] Little Morgan -Cow Cr.	OHV yearlong	Trail – OHV yearlong	same
6183.1[1] Big Timber Cr.	OHV yearlong	Trail - ATV closed and 2WL open	same
6184[1] Rocky Cr.	OHV yearlong	Trail - ATV closed and 2WL open	same
6185[1] Patterson Creek	OHV yearlong	Trail - ATV and 2WL open	same
6187 Middle Fork Little Timber Creek	ATV yearlong	Trail - ATV closed and 2WL open	same

[1] The 2009 FEIS indicates these trails were designated for OHV or ATV use in the No Action Alternative. The 1994 Challis Travel Map shows these maps were actually intended for motorcycle use though many of these routes were widened on the ground by years of unauthorized vehicle use. The 2009 Travel Plan designates these routes for their intended vehicle type to restore big game security.

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 20. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 92. Comparison of acres and percent habitat security by 2009 Alternatives, management area 20

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hat Creek–Salmon River	49,675	10,159 [20]	12,873 [26]	17,203 [35]	24,378 [49]	16,363 [33]	23,004 [46]
Lower Pahsimeroi	111,406	68,404 [61]	77,139 [69]	77,143 [69]	82,936 [74]	70,228 [63]	78,764 [71]
Middle Pahsimeroi	100,933	57,250 [57]	66,837 [66]	68,355 [68]	75,788 [75]	59,015 [58]	67,523 [67]
Sawmill Creek	64,035	24,651 [38]	37,469 [59]	38,039 [59]	40,497 [63]	30,626 [48]	34,417 [54]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security in all hydrologic units except Sawmill Creek when compared to the No Action Alternative (Alt.0). Increases in route density and decreases in habitat security within the Sawmill

Creek 5th field hydrologic unit are discussed in Management Area 22 Sawmill Canyon (not to be confused with the 5th field hydrologic Sawmill Creek).

The system of motor vehicle trails and areas for Management Area 20 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use. This is consistent with management area direction to emphasize big game management.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Most comments on trails within this management area centered on wildlife concerns, hunting issues, and the desire for motorcycle trail designations. The following table displays a sampling of comments:

Table B 93. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 20

Trail Number and Name	Letter #	Comment
4073 Morse Creek Canyon	948	"6118 or 4073. This connector needs to be open trail –open all."
4074 East Fork Patterson Creek	598	4074, 6183, 6185 "Close these routes to all motorized use. Wildlife security, quality of hunting experience, resource protection."
4075 North Fork Big Creek	730	"Big Creek Trail in the Pahsimeroi should be shut down to all motorized travel and open to horses and back packers. This will leave between Patterson Creek to Big Gulch for no motorized harassment of wildlife."
4076 Snow Bank	914	You are proposing to close every single-track trail in the Sawmill Canyon area. Please designate every one of the trails currently open, including Snowbank #4076 … Again, I am aware of the outfitter and guide pushing hard to have this area closed to OHV use for his own personal gain."
4076 Snow Bank	792	I would not object to seasonal closure of #4076 …if necessary to protect big game during critical times of the year."
4076 Snow Bank	1082	It appears the suggestion is being made to close Snowbank #4076 … I have ridden these trails on motorcycle for over 20 years and have not observed any practical reason to close them. This seems very odd that the trails that have been used and often times maintained by the trail motorcycle groups would be closed.
4076 Snow Bank	910	Alternative 2 (the proposed Action presented in the 2009 DEIS) destroys the only looping trail opportunity in Sawmill Canyon by closing the Snowbank Trail 4076. This trail is an excellent motorcycle trail that is currently seasonally open (July 1st – September 30th). The trail has a

		very long history (over 30 years) of motorcycle use…Our trail rangers Idaho Dept. of Parks and Recreation) found this trail to be in good condition this summer with only a couple minor areas of erosion.
4177.02 Summerhouse Canyon	948	"Need to be open year round."
4193 Iron Creek Point	934	"In particular, single track trails in the Sawmill Canyon area, including trails 076…079….193… with its spectacular high elevation scenery, this area is highly prized by single track trail recreationists."
6184 Rocky Creek		New seasonal closures have been proposed for the Timber Creek area, including Big Timber Creek #6183, Rocky Creek #6184…Middle Fork Little Timber #6187. You have proposed a seasonal closure that would begin on August 25 and extend through the Friday before Memorial Day of the following year. The fall closure should be moved forward to November 1. It is quite apparent to me you are pandering to the Outfitters and Guides in the area and their selfish wants to have exclusive use of the area..."
6185 Patterson Creek	497	The Patterson Trail #6185 is designated for ATV use in the proposed action. Most of this trail was constructed by our Trail Cat Program and is an excellent ATV route. (Comment submitted by Idaho Dept. of Parks and Recreation.)
6187 Middle Fork Little Timber Creek		See comment for Trail 6184

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this management area. As displayed in the table above, many trails that had been used by ATVs were designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails and restore routes to the motor vehicle class for which they were originally constructed. Seasonal restrictions were maintained in most cases except for the Snowbank Trail and the Park Fork-Lake Fork Trail which are now designated for yearlong use to provide two wheel motor vehicle recreation opportunities into the fall months and align with designations on adjoining ranger districts. The Morse Creek Canyon Trail which had been open yearlong long is now seasonally restricted (Seasonal restriction A) to provide a balance between bow hunters and motorized recreationists (FEIS Appendix H p. H-2).

The Revised Proposed Action (Alternative 2) presented in the DEIS contemplated designating the Snowbank Trail for non-motorized uses. More discussion about the Snowbank Trail is included in the analysis of Management Area 22 Sawmill Canyon.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 20 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. As indicated in the paragraph above, many trails were subject to previous unauthorized use by larger vehicle types that caused a conflict among different classes of motor vehicle uses.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative.

Table B 94. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative for motor vehicle trails within the management area or prescription area, management area 20

Trail Number and Name	Alternative, Vehicle Class and Season of Use	ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
Lower Pahsimeroi River 5th Level Hydrologic Unit			
4072 Patterson-Morse Creek	Alt. 0: ATV1 Alts. 1, 3, 4 and 5: OHV5	2WLA	2WL open 7/1-9/30
4073 Morse Creek Canyon	Alt. 0: ATV1 Alt. 1: 2WL1 Alts 3 and 4: 2wl5 Alternative 5 2WLA	2WLA	same
4074 East Fork Patterson Creek	Alt. 0: OHV1 Alt. 1: 2WL1 Alts. 4 and 5: ATV1	ATV1	same
4241 Ennis Gulch	Alt. 0: OHV1 Alts. 1, 3, 4 and 5: 2WL1	2WL1	same
4243 Little Morgan-Cow Creek (0.53 miles)	Alternative 5: OHV1	OHV1	same
6185 Patterson Creek	Alt.0: OHV1 Alts. 1, 4 and5: ATV1	ATV1	same
Middle Pahsimeroi River 5th Level Hydrologic Unit			
4075 North Fork Big Creek	Alt.0: OHV1 Alts. 1, 4 and 5: 2WL1	2WL1	same
4076 Snowbank	Alts. 0 and 1: 2WL5 Alt. 4 and 5: 2WL1	2WL1	same
4079 Big Gulch	Alts. 0, 1 and 3: 2WL5 Alt. 4: 2WL1 Alternative 5: 2WLB	2WLB	same
4177.02 Summerhouse Canyon	Alts 0 and 1: 2WL5 Alt. 3: ATV5 Alt. 4: ATV1 Alternative 5: ATVB	ATVB	same
4183.02 Lake Fork	Alt. 0: ATV1 Alts. 1, 3, 4 and 5: 2WLB	2WL1	same
4193 Iron Creek Point	Alts. 0, 1 and 3: 2WL5 Alt.4: 2WL1 Alternative 5: 2WLB	2WLB	same
4196 Park Fork-Lake Fork	Alt.0:OHV1 Alt. 1, 4 and 5: ATV1	2WL1	same
6183.1 Big Timber Creek	Alt.0: OHV1 Alt. 1, 4 and 5: 2WL1 Alt.3: 2WL2	2WL1	same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
6184 Rocky Creek	Alt. 0:OHV1 Alts. 1, 4 and 5: 2WL1 Alt. 3: 2WL2	2WL1	same
6185 Patterson Creek	Alt 0: OHV1 Alts 1, 4 and 5: ATV1	ATV1	same
6187 Middle Fork Little Timber Creek	Alts 0 and 1: ATV1 Alt. 3: 2WL2 Alts. 4 and 5: 2WL1	2WL1	same
Sawmill Creek 5th Level Hydrologic Unit			
4076 Snowbank	Alts: 0 and 1: 2WL5 Alts. 4 and 5: 2WL1	2WL1	same
4193 Iron Creek Point	Alt. 0: OHV1		same
Hat Creek-Salmon River 5th Level Hydrologic Unit			
4241 Park Fork-Lake Fork	Alt. 0: OHV1 Alts. 1, 3, 4 and 5: 2WL1	2WL1	same
4242 Poison Creek-Cow Creek	Alt. 0: OHV1 Alts. 1, 3, 4 and 5: 2WL1	2WL1	same
4243 Little Morgan-Cow Creek (2.6 miles)	Alt. 0: OHV1 Alts. 1, 3, 4 and 5: 2WL1	2WL1	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The Forest has minimized damage to soil, water and vegetation by designating trails for the class of vehicle for which they were originally constructed, reducing miles of routes within 300 feet of water quality impaired streams and implementing project design features. . To further minimize impacts to soil and water resources, the 2014 Alternative designates a seasonal open period on Trail 4072 which is impacted by early seasonal use.

Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above.

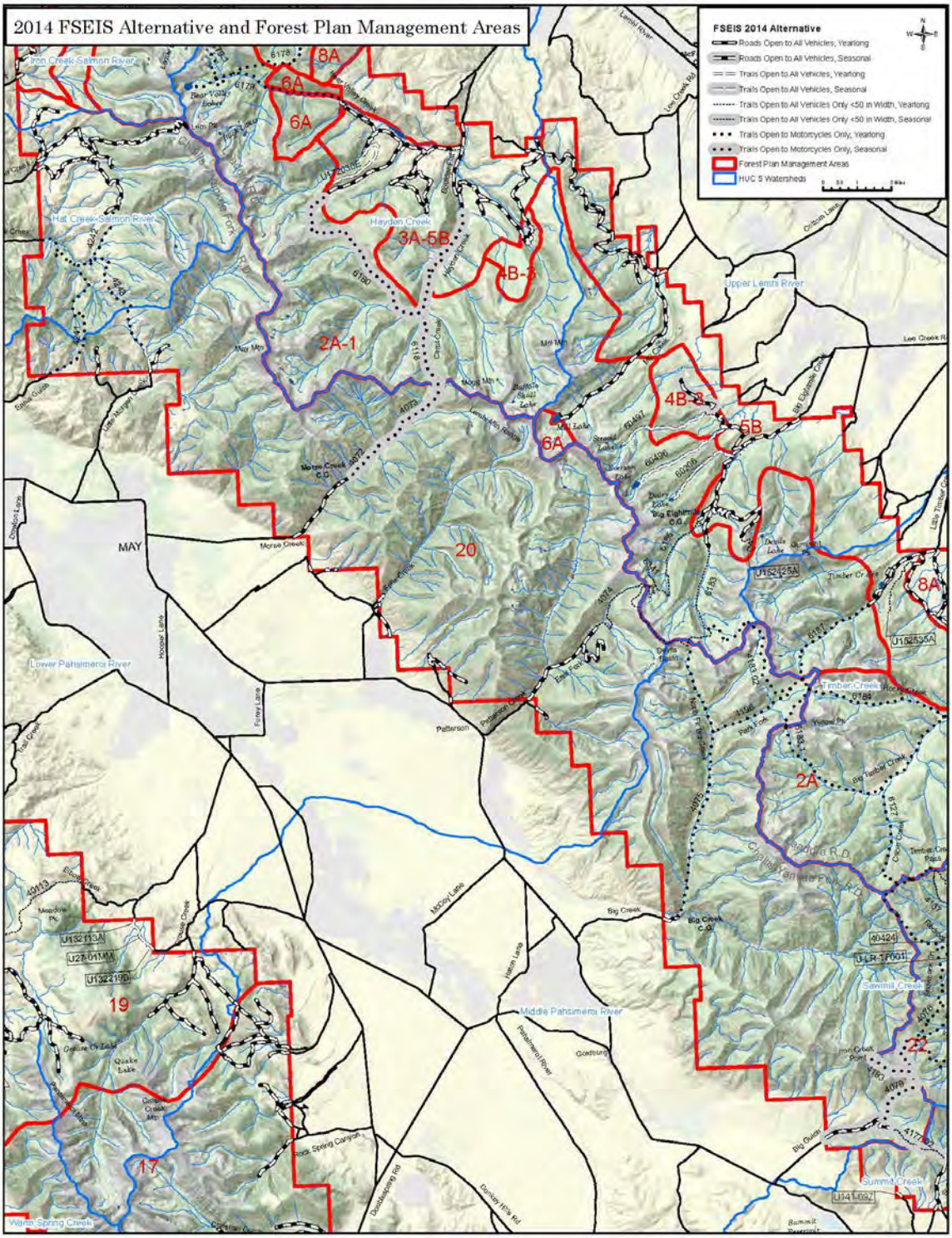

Figure B 19. Management Area #20, North Lemhi

Management Area #21, Challis Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will provide a mix of resource activities and opportunities primarily within the resources of timber, range, wildlife, mineral, and dispersed recreation.

The plan goes on to define a Management Prescription that:

…will emphasize timber production, wildlife and fish habitat, range administration and maintenance of water quality.

Specific Plan direction includes:

1. Provide for a wide variety of outdoor recreation experiences; emphasize dispersed recreation and maintain or improve existing developed sites at reduced service levels.

2. Direct habitat management toward big game and upland game birds. Improve wildlife habitat productivity through improvement projects and coordination with other resources. Resolve conflicts between big game and ORV use.

3. Emphasize the management of the most productive and accessible Forest lands for timber production.

4. Maintain or improve water quality and soil productivity.

In designing a system of designated trails for Management Area 21, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Management Area 21 is west of the town of Challis, Idaho, and is a prime recreation area, particularly for local residents. The area used for hunting, fishing, camping, and recreational motor vehicle use.

A system of 29 designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. No previously unauthorized routes were designated as part of the system of trails within this management area. The designated trail system is described in the following table.

Table B 95. System of designated motor vehicle trails (2009 ROD Alternative), management area 21

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40062 Corral Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Morgan Creek	0.85
40092 Spruce Lake	Trail - ATV and two wheeled open	Challis-Yankee Fork	Challis Creek	1.75
Alder Cr. Spur	Trail - OHV	Challis-Yankee Fork	Morgan Creek	0.77
40640 Pine Summit Spur C	Trail - OHV	Challis-Yankee Fork	Challis Creek	1.10
4134 Camas-Eddy Creek	Trail 2WL	Challis-Yankee Fork	Challis Creek	4.46
4135 Black-Alder Creek	Trail 2WL	Challis-Yankee Fork	Morgan Creek	1.18
4136 Eddy Lake	Trail 2WL	Challis-Yankee Fork	Challis Creek	3.47
4138 Darling-Castle Creek	Trail 2WL	Challis-Yankee Fork	Challis Creek	4.77
4138 Darling-Castle Creek	Trail 2WL	Challis-Yankee Fork	Morgan Creek	1.74
4138 Darling-Castle Creek	Trail 2WL	Challis-Yankee Fork	Upper Camas Creek	0.05
4139 Van Horn	Trail 2WL	Challis-Yankee Fork	Morgan Creek	2.59
4142 Lick Creek	Trail 2WL	Challis-Yankee Fork	Morgan Creek	2.02
4143 West Fork Morgan Creek	Trail 2WL	Challis-Yankee Fork	Morgan Creek	2.32
4144 Little West Fork	Trail 2WL	Challis-Yankee Fork	Challis Creek	0.02
4144 Little West Fork	Trail 2WL	Challis-Yankee Fork	Morgan Creek	0.40
4145 Eddy Basin	Trail 2WL	Challis-Yankee Fork	Challis Creek	2.66
4147.1 Challis Creek	Trail 2WL	Challis-Yankee Fork	Challis Creek	0.78
4147.1 Challis Creek	Trail 2WL	Challis-Yankee Fork	Yankee Fork	0.25
4153 Fanny's Hole	Trail - ATV and two wheeled seasonal	Challis-Yankee Fork	Challis Creek	3.00
4234 West Fork Lakes	Trail 2WL	Challis-Yankee Fork	Morgan Creek	1.35
4234.1 West Fork Lakes Cutoff	Trail 2WL	Challis-Yankee Fork	Morgan Creek	1.27
4251 Corral Creek-Hat Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Morgan Creek	8.94
4268 Challis Creek Lakes The Court found evidence of	Trail - OHV	Challis-Yankee Fork	Challis Creek	3.53

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
harm but did not close the trail to serve the public interest while the Revised ROD is prepared				
6093 Big Hat Creek This trail was identified in the Court Order, evidence to establish irreparable harm was insufficient	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Hat Creek-Salmon River	0.01
6093 Big Hat Creek	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Morgan Creek	0.93
6094 Iron Mountain	Trail - ATV closed and two wheeled seasonal	Challis-Yankee Fork	Morgan Creek	0.08

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 96. Motor vehicle route density in miles per square mile, management area 21

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hat Creek-Salmon River	0.9	0.9	0.3	0.9	0.8
Challis Creek	0.9	0.9	0.8	0.9	0.9
Morgan Creek	0.9	0.9	0.8	1.0	0.9
Upper Camas Creek	0.1	0.1	0.1	0.1	0.1
Yankee Fork	0.7	0.7	0.6	0.8	0.7

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that maintain or reduce route densities when compared to the No Action Alternative in all five 5th field hydrologic units within the management area. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 21. Reducing route density within this management area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

The 2001 Court Order found evidence of immediate harm on Trail 4024 (Iron Creek-Lola Creek Trail) but did not close it to motor vehicle use to best serve the public interest while the Revised ROD is prepared. Maintenance performed in 2012 on Trail 4268 Challis Creek Lakes Trail

included logging out the trail and diverting water from the trail to prevent soil erosion and rutting. Maintenance planned for 2013 includes: construction of dip drains, water bars, trail tread improvement, armoring of stream crossings and small sections of trail reroute if necessary.

The system of motor vehicle trails designated within Management Area 21 is essentially the same as the No Action Alternative, which means the motor vehicle management is basically unchanged from the previous Travel Plan. This management area is directly west of the town of Challis and there is a high demand for recreational opportunities by local citizens.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS. The2009 ROD Alternative (AR042008) and the 2014 FSEIS Alternative would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest.

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 21 is to “Direct habitat management activities toward big game and upland game birds” and “Improve wildlife habitat productivity through improvement projects and coordination with other resources.”

Management Area 21 is within Idaho Fish and Game Management Unit 36B. In a letter dated April 10, 2007 (AR000647), Fish and Game recommended “The West Fork Morgan Creek Road 40057 should be a designated route and current restrictions should remain on all branches. The current routes and restrictions in the rest of Morgan Creek should be maintained.” Route restrictions from the previous Travel Plan for the Morgan Creek drainage were designed for erosion control, big game winter range, big game security and elk calving.

Trail 40062 Corral Creek, Trail 6093 Big Hat Creek, Trail 6094 Iron Mountain, and Trail 4251 Corral Creek-Hat Creek with the northeastern portion of the management area are designated for seasonal use from July 1 to September 30. This provides a summer motor vehicle recreation experience that protects calving and fawning habitat as well as providing a general hunting non-motorized experience outside of a wilderness setting.

The following table compares trail designations for the No Action Alternative, the ROD Alternative and the 2014 FSEIS Alternative. No unauthorized trails were added to the system.

Table B 97. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative,2014 FSEIS Alternative, and management area 21

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40062 Corral Creek	2WL5	2WLB	same
40092 Spruce Lake	N/A	ATV1	same
40341-A Alder Creek Spur	OHV1	OHV1	same
40640 Pine Summit Spur C	N/A	OHV1	same
4134 Camas-Eddy Creek	OHV1	2WL1	same
4135 Black-Alder Creek	OHV1	2WL1	same
4136 Eddy Lake	OHV1	2WL1	same
4138 Darling-Castle Creek	OHV1	2WL1	same
4139 Van Horn	OHV1	2WL1	same
4142 Lick Creek	OHV1	2WL1	same
4143 West Fork Morgan Creek	OHV1	2WL1	same
4144 Little West Fork	OHV1	2WL1	same
4145 Eddy Basin	OHV1	2WL1	same
4147.1 Challis Creek	OHV1	2WL1	same
4153 Fanny's Hole	2WL9	ATVC	same
4234 West Fork Lakes	OHV1	2WL1	same
4234.1 West Fork Lakes Cutoff	OHV1	2WL1	same
4251 Corral Creek-Hat Creek	2WL5	2WLB	same
4268 Challis Creek Lakes	N/A	OHV1	same
6093 Big Hat Creek	OHV1	2WLB	same
6094 Iron Mountain	OHV1	2WLB	same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). Motorized access can have a direct effect on elk and deer by causing flight

response and reduced use of habitat in areas that are within the influence zone of a motorized route. The following table displays the acres and percent of habitat security by 5th field hydrologic unit during critical life stages within Management Area 21. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 98. Comparison of acres and percent habitat security by 2009 Alternatives, management area 21

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hat Creek–Salmon River	49,675	10,159 [20]	12,873 [26]	17,203 [35]	24,378 [49]	16,363 [33]	23,004 [46]
Challis Creek	75,279	26,050 [35]	30,611 [41]	30,611 [41]	49,947 [66]	30,611 [41]	30,688 [46]
Morgan Creek	51,233	12,677 [25]	22,487 [44]	22,409 [44]	30,052 [59]	21,576 [42]	23,760 [46]
Upper Camas Creek	85,383	15,853 [19]	16,806 [20]	20,169 [24]	22,479 [26]	19,038 [22]	19,038 [22]
Yankee Fork	121,590	54,006 [44]	60,833 [50]	61,666 [51]	73,131 [60]	57,071 [47]	63,118 [52]

The 2009 Preferred Alternative and the 2014 FSEIS Alternative increase secure habitat during critical life stages in all 5th field hydrologic units within Management Area 21 when compared to the No Action Alternative. Alternative 3 increases secure habitat the most when compared to the No Action Alternative and other action alternatives; however Alternative 3 did not provide many of the recreation opportunities desired by local residents and Idaho Department of Parks and Recreation.

The system of motor vehicle trails and areas for Management Area 21 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received general comments about motor vehicle uses throughout the Forest and specific comments about trails in this management area.

Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The Forest received comments about providing two-wheel motor vehicle use and loop opportunities, as well as, comments about closing trails that lead to the Frank Church Wilderness. Comments were received from off-road user groups, Idaho Department of Parks and Recreation, The Wilderness Society and Idaho Conservation League. Conflicts about trail designations (motor vehicle v. non-motorized trails) were addressed by the action alternatives. Alternative 3 emphasized fewer route designations and greater protection for roadless areas and recommended

wilderness areas, while Alternative 5 emphasized greater recreation and motor vehicle access opportunities.

Following is a sampling of the comments.

Table B 99. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 21

Trail Number and Name	Letter #	Comment
	819	"…motorized users are attracted to routes that form "loops" as opposed to one-way routes. Many Forest Travel Plans include proposals for the construction of short 'connector' routes to complete loops. We urge the Salmon-Challis Forest to be open to these opportunities.
	914	Maintain and create more single-track loop opportunities to disperse all use and reduce the chance for trail user conflicts all-the-while reducing impacts to the trails. Please spread users across the forest!"
	732	"Every possible opportunity to complete loops and connect existing roads and trails should be taken advantage of. This serves a two-fold purpose. It increases the riding opportunities, creates more dispersion, makes less congestion, and in some cases helps give off-road vehicles alternate routes so they can avoid traveling on heavily used gravel roads."
	1047	"Like most Forest travelers, motorized users are attracted to routes that form loops as opposed to one-way routes … We urge the Salmon-Challis to be open to these opportunities.
	910	The Idaho Department of Parks and Recreation supports designating unauthorized routes in certain limited circumstances. The route should provide a looping opportunity or lead to a scenic destination or dispersed campsite. Dead-end routes that don't provide these opportunities should be eliminated.
		"A number of trails are proposed for designation as motorized on the Middle Fork, Challis-Yankee Fork and Salmon-Cobalt Ranger Districts that lead to and/or enter the Frank Church River of No Return Wilderness. Executive Order 11644, Sec. 3(a)(3) states that '…areas and trails shall be located to minimize conflicts between off-road use and other existing or proposed recreational uses of the same or neighboring public lands. (Emphasis added).
4134, 4138, 4143, 4145, 4234.1		The following trails were designated to form loop opportunities within Management Area 21: 4134 Camas-Eddy Basin Trail, 4138 Darling-Castle Creek Trail, 4143 West Fork Morgan Creek Trail, 4145 Eddy Basin Trail, and 4234.1 West Fork Lake Cutoff.
		I am an avid off-road motor biker… I believe in the trails being shared by everyone … the $10 off-road sticker should be implemented for every group… I would like to see all of the trails in the Lick Creek area, trail 142, to be opened to the Frank Church Wilderness…I also feel that trails should not be closed during hunting season; they should stay open for multiple use.
6093	1046	"Designate the two-wheel trails going to Hat Creek Lakes (6092, 6093, and 6094) as seasonal routes … this would protect important mountain goat habitat.

Trail 4134 Camas-Eddy Basin Trail provides a loop with trails 4145 and 4138. Adjoining 4136 Eddy Lake Trail provides two-wheel vehicle access to Eddy Lake. (4134 is closed at the junction

with trail 4136 to the wilderness boundary. Open portions provide continued motorized access to Eddy Basin and Eddy Lake.

Trail 4138 Darling-Castle Creek Trail was not designated for a seasonal operating period. The responsible official chose to limit seasonal designations in this area because no other trails had a seasonal operating period and this could be confusing to trail users. Portions of trail directly leading to wilderness are closed at key trail junctions. This provides motorized access to loop trails but prevents wilderness incursions.

Trail 4143 West Fork Morgan Creek Trail is consistent with other trail designations in the area. The responsible official chose to limit seasonal designations in this area. The segment that goes to the wilderness is not open to motor vehicle use.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 21 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The table below shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 100. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 21

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40062 Corral Creek	Alts. 0, 1, 3 and 4: 2WL5 Alternative 5: 2WLB	2WLB	same
40092 Spruce Lake	Alts. 0, 1, 3 and 4: 2WL5 Alternative 5: 2WLB	2WLB	same
40341-A Alder Creek Spur	Alts. 0-5: OHV1	OHV1	same
40640 Pine Summit Spur C	Alts. 3, 4 and 5: OHV1	OHV1	same
4134 Camas-Eddy Creek	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4135 Black-Alder Creek	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4136 Eddy Lake	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4138 Darling-Castle Creek	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4138 Darling-Castle Creek	Alt. 0: OHV1	2WL1	same

	Alt. 1, 4 and 5: 2WL1		
4139 Van Horn	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4142 Lick Creek	Alt. 0: 2WL5 Alts. 1, 3 and 4: ATV9 Alternative 5: ATVC	2WL1	same
4143 West. Fork Morgan Creek	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4144 Little West Fork	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4144 Little West Fork	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1 Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4145 Eddy Basin	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4147.1 Challis Creek	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4147.1 Challis Creek	Alt. 0: OHV1 Alt. 1, 4 and 5: 2WL1	2WL1	same
4153 Fanny's Hole	Alt. 0: 2WL9 Alts. 1, 3 and 4: ATV9 Alternative 5: ATVC	ATV	same
4234 West Fork Lakes	Alt. 0: OHV1 Alts. 1, 4 and 5: 2 WL1	2WL1	same
4234.1 West Fork Lakes Cutoff	Alt. 0: OHV1 Alts. 1, 4 and 5: 2 WL1	2WL1	same
4251 Corral Creek-Hat Creek	Alts 0, 1, 3 and 4: 2WL5 Alternative 5: 2WLB	2WLB	same
4268 Challis Creek Lakes	Alt. 3: 2WL5 Alts 4 and 5: OHV1	OHV1	same
6093 Big Hat Creek	Alt. 0: OHV1 Alts. 1 and 3: 2WL1 Alternative 5: 2WLB	2WLB	same
6093 Big Hat Creek	Alt. 0: OHV1 Alts. 1 and 3: 2WL1 Alternative 5: 2WLB	2WLB	same
6094 Iron Mountain	Alt. 0: OHV1 Alts. 1 and 4: ATV1 Alt. 3: 2WL5 Alt. 4: ATV1 Alternative 5: 2WLB	2WLB	same

Most trails within Management Area 21 are designated for two-wheel motor vehicle use because these trails were originally constructed for motorcycles and/or bicycles and are generally not suited or safe for larger vehicles. In the past, some routes were used by larger vehicles even though this use was not authorized by the previous Travel Plan. Designated Forest System roads

within this management area are available for all vehicle types and form the main transportation system.

Conflicts between motor vehicle use and existing or proposed non-motorized recreation use of Forest lands and neighboring federal lands would be minimal or would decrease. All action alternatives, including the ROD alternative, increase the amount of maintained motor vehicle routes available for ATV and motorcycle users without decreasing the amount of land being managed to provide for non-motorized recreation uses of the forest. Non-motor vehicle users would be able to plan cross-country activities away from designated motorized routes and have a high degree of certainty that they would not encounter motor vehicle users (FEIS p. 3-6, AR046388).

Additionally, conflicts among different classes of motor vehicle users are reduced and user safety would be enhanced through clear definition of the existing and newly designated travel routes. Conflicts tend to decrease when visitors know what type of vehicle is allowed (FEIS p. 3-7, AR046388).

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. The management area is located just west of the town of Challis, Idaho. The designated routes and areas are not directly adjacent to any communities. However, private land and several dozen residential properties are located along the major roads within the management area. No changes are proposed in this route designation project that would increase sound, emissions, or safety concerns.

Conclusion

Trail maintenance on the Challis Lakes Trail has remedied harm and minimized impacts to soil and water. The responsible official selected the 2014 FSEIS Alternative to maintain trail access in this extremely popular area. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area and provides seasonal open periods that protect calving and fawning habitat. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above.

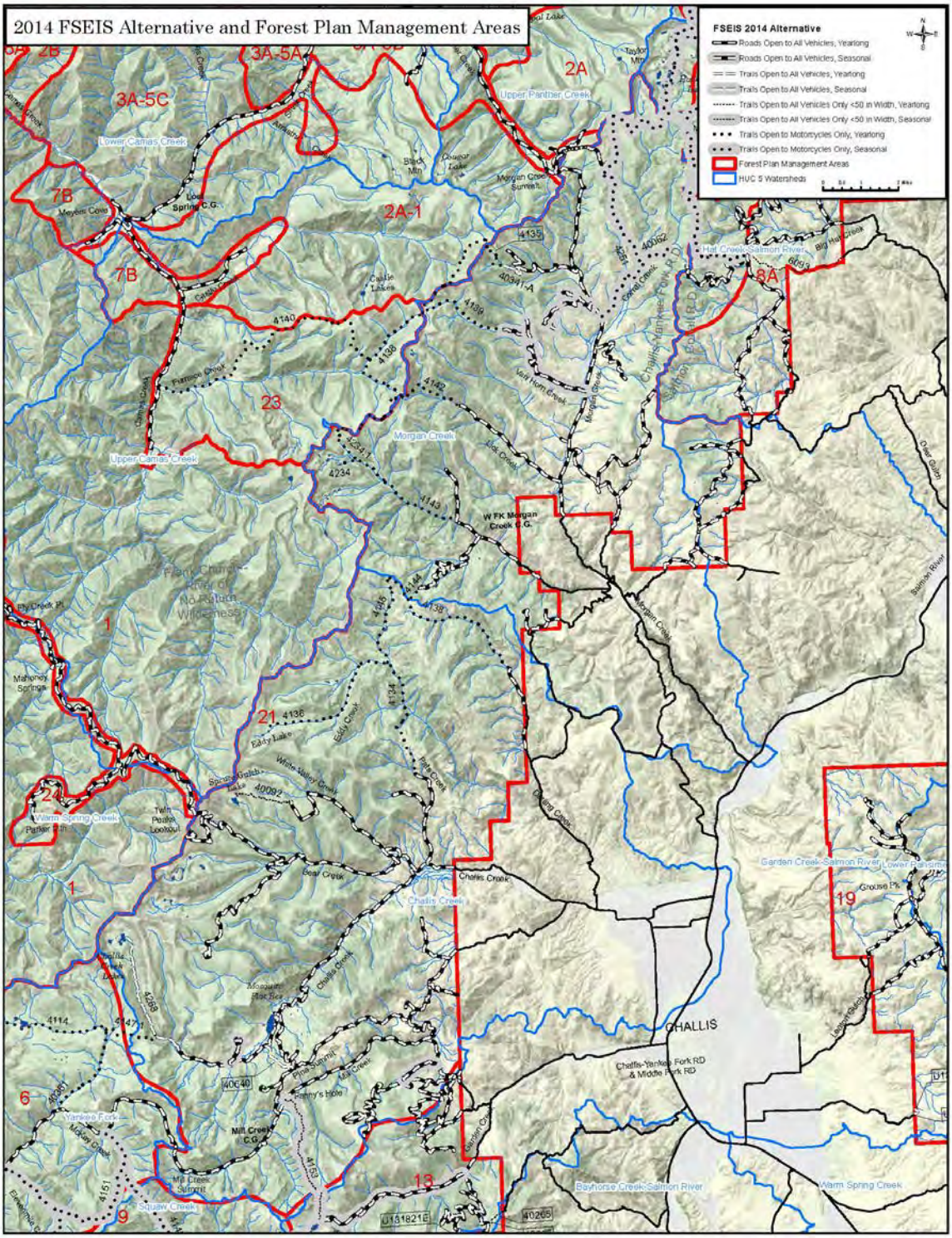

Figure B 20. Management Area #21, Challis Creek

Management Area #22, Sawmill Canyon

The Challis National Forest Plan describes a desired future condition for this management area as:

…will provide a mix of resource activities and opportunities primarily within the resources of wildlife, range, timber, minerals and dispersed recreation.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities, enhancement of wildlife habitat, timber production and minerals activities.

Specific Plan direction includes:

1. Provide for a wide spectrum of outdoor recreation activities. Protect and preserve cultural and historic sites or features.

2. Emphasize habitat management of big game and upland birds. Improve wildlife habitat productivity through improvement projects and coordination with other resources. Emphasize maintaining or improving stream and lake habitat quality.

3. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.

4. Protect or improve soil productivity and water quality.

5. Manage Fairview Guard Station according to the Challis National Forest Facilities Master Plan.

This management area is about 40 miles north of the town of Howe, Idaho. Forest users from across southern Idaho come to this extremely popular area to camp, hunt, fish, and ride recreational motor vehicles. Past unmanaged motor vehicle use has caused a proliferation of unauthorized routes and resource damage. The design of motor vehicle routes, the designation of dispersed campsites and increased enforcement in this management area recreation is expected to minimize impacts to Forest resources.

In designing a system of designated trails for the Management Area 22, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

A system of 15 designated trails was included in the 2009 ROD Alternative and is carried forward into the 2014 FSEIS Alternative within this management area. Two previously unauthorized routes were designated as part of the system of trails within this management area. The designated systems of trails are described in the following table.

Table B 101. System of designated motor vehicle trails (2009 ROD Alternative), management area 22

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
40103 Bull Creek	Trail 2WL	Lost River	Sawmill Creek	0.68
40104 Redrock Loop	Trail - ATV and two wheeled open	Lost River	Sawmill Creek	1.99
40105 Timber Creek	Trail - ATV and two wheeled open	Lost River	Sawmill Creek	2.75
40424 Slide Creek	Trail - ATV and two wheeled open	Lost River	Sawmill Creek	0.72
40449 Warm Creek Road	Trail - ATV and two wheeled open	Lost River	Sawmill Creek	4.38
4076 Snowbank	Trail - ATV and two wheeled open	Lost River	Sawmill Creek	1.27
4076 Snowbank	Trail 2WL	Lost River	Sawmill Creek	11.55
4078 South Fork Big Creek-Iron Creek	Trail 2WL	Lost River	Sawmill Creek	2.11
4079 Big Gulch	Trail - ATV closed and two wheeled seasonal	Lost River	Sawmill Creek	1.22
4080 Bear Canyon-Sawmill	Trail 2WL	Lost River	Sawmill Creek	1.12
4080 Bear Canyon-Sawmill	Trail 2WL	Lost River	Summit Creek	2.43
4137 Timber Creek	Trail - ATV and two wheeled open	Lost River	Sawmill Creek	2.08
4177.02 Summerhouse Canyon	Trail - ATV and two wheeled seasonal	Lost River	Summit Creek	0.80
4193 Iron Creek Point	Trail - ATV closed and two wheeled seasonal	Lost River	Sawmill Creek	0.51
6127 Cabin Creek	Trail 2WL	Lost River	Sawmill Creek	0.01
U-LR-TF001 Un-named	Trail - OHV	Lost River	Sawmill Creek	0.43
U-LR-TF001 Un-named	Trail 2WL	Lost River	Sawmill Creek	0.38
U141-09Z Un-named	Trail - OHV	Lost River	Summit Creek	0.20

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Soil types on the west side of Sawmill Canyon were formed from Challis Volcanic rocks consisting primarily of andesite, rhyolite, and tuffs and have moderate to severe erosion hazard on disturbed sites. Soils types of the east side of Sawmill Canyon formed from igneous intrusive parent material of the Idaho Batholith. The parent material consists mainly of quartz monzonite

and granodiorite. Soils are generally coarse textured and can be very erodible on steep slopes (Soils Specialist Report, AR033192-033284 pp. 20-21).

Under Alternative 5 there are 13.2 miles of ATV trails and 15.3 miles of motorcycle trails on soils with high surface erosion potential within the Sawmill Creek fifth field hydrologic unit. Alternative 5 reduces the miles of ATV trails on soils with high erosion potential by 3.6 miles (21.4%) and motorcycle trails on soils with high erosion potential by 1.4 miles (11.9%) when compared to the No Action Alternative. Total miles of ATV trails are reduced by 4.3 miles (22.5%) and motorcycle trails are reduced by 4.9 miles (21.6%) when compared to the No Action Alternative (Soils Specialist Report AR033238-033239, pp. 43-44). These substantial reductions minimize impacts to soils in an area with high demand for recreation in the FSEIS Alternative.

After the release of the Draft Environmental Impact Statement in the fall of 2008, eight areas with resource damage due to unmanaged off-road vehicle use, particularly dispersed camping, were identified for protection. Sawmill Canyon was one of the areas. These areas were analyzed in the FEIS and closed to motor vehicle travel off designated routes including dispersed camping due to sensitive resource protection needs in the 2009 ROD and 2014 FSEIS Alterantive. All dispersed camping is restricted to designated sites and signed on the ground. A proliferation of unauthorized routes off Forest system roads and trails has adversely impacted cultural and natural resources in this high-use area. Dispersed campsites are designated and signed on the ground (AR047087, 2009 Record of Decision p. 17).

Motorized route density, which includes both roads and motor vehicle trails is moderate for Sawmill Creek 5th field hydrologic unit within this management area and is low for the Summit Creek 5th field hydrologic unit. The definitions of low, medium and high route density are described in the 2009 FEIS (AR046269, p. 3.108-3.109). Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Table B 102. Motor vehicle route density in miles per square mile, management area 22

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Sawmill Creek	0.9	0.9	0.6	0.9	0.8
Summit Creek	0.4	0.4	0.2	0.5	0.5

Route densities within the 5th Field HUCs did not change between the 2009 ROD Alternative and the 2014 FSEIS Alternative for the Management Area. Within the Sawmill Creek 5th field hydrologic unit, the 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative slightly reduces route density and the number of routes within 300 feet of water quality limited streams and reduces miles of designated routes in sub-watersheds with high vulnerability ratings when compared to the No Action Alternative. Route density increases slightly in the Summit Creek 5th field hydrologic unit; no stream crossings or trails within 300 feet of water-quality limited streams are added to the system within this hydrologic unit.

There are many stream crossings in the Sawmill Creek 5th field hydrologic unit and The 2009 Preferred Alternative slightly reduces the number of crossings when compared to the No Action Alternative.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2014 FSEIS Alternative and include the following:

- Necessary protection measures would be enacted so that unacceptable impacts to sensitive plant populations either would not occur or would be mitigated.
- Treat identified noxious weed sites as appropriate.
- Limited motor vehicle use for dispersed camping would be allowed to access dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of either side of most designated system roads and 100 feet on either side of most designated motorized trails where slope, topography, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond, or lake to provide streambank and water quality protection.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS. The ROD Alternative would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest (AR042008).

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest Plan direction specific to Management Area 22 is to: “Protect moose and elk calving and grouse brood-rearing areas. Provide for big game security cover needs.”

The following table compares trail designations from the 2009 FEIS for the No Action Alternative and the ROD Alternative.

Table B 103. Comparison of vehicle class designations for the No Action Alternative and 2009 ROD Alternative, management area 22

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
40103 Bull Creek	N/A	2WL1	same
40104 Redrock Loop	ATV1	ATV1	same
40105 Timber Creek	ATV1	ATV1	same
40424 Slide Creek	N/A	ATV1	same
40449 Warm Creek Road	ATV1	ATV1	same
4076 Snowbank	ATV1	ATV1	same
4078 South Fork Big Creek-Iron Creek	2WL5	2WL1	same
4079 Big Gulch	2WL5	2WLB	same
4080 Bear Canyon-Sawmill	2WL5	2WL1	same
4137 Timber Creek	ATV1	ATV1	same
4177.02 Summerhouse Canyon	2WL5	ATVB	same
4193 Iron Creek Point	2WL5	2WLB	same
6127 Cabin Creek	2WL1	2WL1	same
Un-named	N/A	OHV1 (.43 mi)	same
U-LR-TF001 Un-named	N/A	2WL1 (.38 mi)	same
U141-09Z Un-named	N/A	OHV1	same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit during critical life stages within Management Area 22. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 104. Comparison of acres and percent habitat security by 2009 Alternatives, management area 22

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Sawmill Creek	64,035	24,651 [38]	37,469 [59]	38,039 [59]	40,497 [63]	30,626 [48]	34,417 [54]

Summit Creek	7,106	2,998 [42]	5,778 [81]	5,778 [81]	5,836 [82]	5,124 [72]	4,120 [58]

The 2009 Preferred Alternative reduces the acres and percent secure habitat when compared to the No Action Alternative, however it increases habitat security when compared to the existing condition for both 5th field hydrological units. The effects of the trail design are described in the following paragraphs.

Management Area 22 is within Idaho Fish and Game Management Unit 51. In a letter dated September 19, 2007, (AR010438) The Snake River Region of the Idaho Fish and Game offered the following comments in response to scoping the Proposed Action.

- West half of Sawmill Canyon; Closures shown were recommended to protect wildlife (specifically mule deer and elk) and are excellent; we support PA (Proposed Action) in this area. We understand there is interest from the public in re-instating a north-south trail here. If a trail is introduced into the PA, please coordinate with IDFG on choice of trail and season of use. IDFG supports the PA as a wildlife beneficial alternative versus its current condition.
- Wood Road 40605 (also called Fire Box Meadow): Excellent choice of a reasonable place to close the Fire Box trail; please close effectively at the gate shown. Closing this gate here will benefit elk security and elk calving.
- East half of Sawmill Canyon Trail: Excellent job in the PA of identifying an important need to protect fall, winter and spring elk populations. IDFG supports PA as shown in this area. Closure of Smithy Fork [101] will provide important wildlife benefits north of Mill Creek but this must be closed effectively.

The Forest closed the Smithie Fork Trail 4081 (3.78 miles) and the Main Fork of the Little Lost River Road 40397 (1.69 miles) at the intersection with the Smithie Fork Trail. The Wood Road (also called Firebox 40605 (3.30 miles) which was previously open July 1- September 30 is now closed yearlong to provide big game security and elk calving. The map of Management Area 22, shows that the east side of the Sawmill drainage is now essentially closed to motor vehicle use while more motor vehicle opportunities are available on the west side of the drainage.

The 2014 FSEIS Alternative designates the Snowbank Trail as a yearlong motorcycle trail. Under the previous travel plan this trail was open to motorcycles from July1 to September 30 primarily for big game security. Although the distance of “open yearlong” motorized routes increased in The 2014 FSEIS Alternative, snow accumulations in this management area close most motor vehicle routes by November. 15. The previous travel plan map included seasonal “closures” past November 15 which did not recognize snow accumulation had effectively closed the route. There is no indication that authorized ORV use is causing serious conflicts with big game habitats or populations in this management area. Big game populations are strong with adequate surplus to allow for regulated harvests including female harvest to suppress population growth.

In the Sawmill drainage the design for motor vehicle use was to close routes on the east side of the watershed in order to provide for wildlife habitat and focus motor vehicle travel on the west side of the watershed.

Closing the east side of the management area to motor vehicle use and allowing motor vehicle use on the west side of the management area balances the need provide wildlife security in an extremely popular recreation area.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received general comments about motor vehicle uses throughout the Forest and specific comments about trails in this management area, particularly the Snowbank Trail which was proposed for non-motorized use under the Proposed Action. These are included in the Administrative Record (AR) in the Content Analysis Summary for the DEIS (AR044946-45569). Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. Samplings of the comments are listed in the following table and show the route, the numbered letter from the individual submitting the comment, the comment, and the page number in the Administrative Record. The table below does not include all comments for each specific route.

Table B 105. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 22

Trail Number and Name	Letter #	Comment
4076 Snow Bank 4080 Bear Canyon 4078 South Fork Big Creek-Iron Creek 40424 Slide Creek	914	You are proposing to close every single-track trail in the Sawmill Canyon area!!! . . . Please designate every one of the trails currently open, including Snowbank # 076, Bear Canyon # 080, Iron Creek # 078, Slide Creek, and Trail # 081 & 076. Again, I am aware of the outfitter and guide pushing hard to have this area closed to OHV use for his own personal gain. I am also aware of the Lost River Rod and Gun Club. Please do not pander to out-of-state interests and these Outfitter and Guide exclusionists. Trails on public lands are for all to enjoy."
4076 Snow Bank	792	I would not object to seasonal closure of #4076 …if necessary to protect big game during critical times of the year.”
4076 Snow Bank	1082	It appears the suggestion is being made to close Snowbank #4076 … I have ridden these trails on motorcycle for over 20 years and have not observed any practical reason to close them. This seems very odd that the trails that have been used and often times maintained by the trail motorcycle groups would be closed.
4076 Snow Bank	910	Alternative 2 (the Proposed Action presented in the 2009 DEIS) destroys the only looping trail opportunity in Sawmill Canyon by closing the Snowbank Trail 4076. This trail is an excellent motorcycle trail that is currently seasonally open (July 1st – September 30th). The trail has a very long history (over 30 years) of motorcycle use…Our trail rangers Idaho Dept. of Parks and Recreation) found this trail to be in good condition this summer with only a couple minor areas of erosion.
4186 Slide Creek Trail	910	"The Slide Creek Trail #4186 is a good single-track motorcycle trail that connects to the Cabin Creek Trail #6127 on the Leadore Ranger District. This proposed action closes the Slide Creek Trail #4186 to motorcycle use. The Leadore Ranger District keeps the Cabin Creek Trail #6127 open to motorcycle use seasonally under Alternative 2. In order to provide trail connectivity, the Alternative 2 needs to list the Slide Creek Trail #4186 as open seasonally to motorcycle use."
4079 4080 Big Gulch	497	4080 The trail has a long history of motorized use (over 30 years) . . . #4080 needs to remain seasonally open to ATV (all-terrain vehicle)/motorcycle use (July 4th weekend through Labor Day weekend) . . . 4078 trail connects to the Snowbank Trail #4076 and the Big Gulch Trail #4079 . . . In order to provide trail connectivity, the

Trail Number and Name	Letter #	Comment
		modified proposed action needs to list this trail remain seasonally open to motorcycle use (July 4th weekend through Labor Day weekend)."

Conflicts between existing motor vehicle use and proposed recreational uses of trails within the management area were resolved by implementing The 2014 FSEIS Alternative which offers a variety of designations. As stated above: closing the east side of the management area to motor vehicle use and allowing motor vehicle use on the west side of the management area balances the need provide wildlife security in an extremely popular recreation area.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads and trails open to motor vehicle use within Management Area 22 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 106. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 22

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
40103 Bull Creek Road	Alt. 0 - This route was originally a 1.87-mile road open yearlong. Alt. 3 and Alternative 5 analyzed this route as 1.05- miles road and 0.68 mile motorcycle trail.	Trail 2WL yearlong	same
40104 Redrock Loop	All alternatives analyzed this route for ATV and motorcycle use yearlong.	ATV and 2-wheel use, yearlong	same
40105 Timber Creek Road	All alternatives analyzed for this route ATV and motorcycle use yearlong.	Trail - ATV and two wheeled open yearlong	same
40424 Slide Creek Road	Alt. 0 - This route was originally a 0.85-mile road open yearlong. Alt. 3, Alt 4. And Alternative 5 analyzed this route as 0.12-miles road and 0.72 mile ATV and motorcycle use yearlong.	Trail - ATV and two wheeled open yearlong	same
40449 Warm Creek Road	All alternatives analyzed for this route ATV and motorcycle use yearlong.	Trail - ATV and two wheeled open yearlong	same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
4076 Snowbank Trail	Alt. 0 and Alt. 1 analyzed this trail for seasonal ATV and motorcycle use. The Proposed Action (Alt. 2 in the DEIS) and Alt. 3 analyzed this route for non-motorized use. Alt. 4 and Alternative 5 analyzed this route for yearlong motorcycle use. (A 1.27-mile segment of this 12.88-mile trail is open yearlong to ATVs and motorcycles.)	Trail 2WL yearlong.	same
4078 South Fork Big Creek-Iron Creek Trail	Alt. 0 and Alt. 1 analyzed this trail for seasonal motorcycle use, Alt. 3 – non motorized use, Alt. 4 and Alternative 5 yearlong motorcycle use.	Trail 2WL yearlong	same
4079 Big Gulch Trail	Alt. 0, Alt. 1, Alt. 3 and Alternative 5 analyzed this trail for seasonal motorcycle use (July 1- Sept. 30); Alt. 4 analyzed this trail for yearlong motorcycle use.	Trail - ATV closed and two wheeled seasonal (July 1- Sept. 30)	same
4080 Bear Canyon-Sawmill Trail	Alt. 0 and Alt. 1 analyzed this trail for seasonal motorcycle use (July 1- Sept. 30), Alt. 3 analyzed this trail non-motorized use, Alt. 4 analyzed this trail for seasonal ATV and motorcycle use.	Trail 2WL yearlong.	same
4137 Timber Creek Trail	All alternatives analyzed for this trail ATV and motorcycle use yearlong.	Trail - ATV and two wheeled open yearlong.	same
4177.02 Summerhouse Canyon Trail	Alt. 0 and Alt. 1 analyzed for this trail for seasonal motorcycle use (July 1- Sept. 30), Alt. 3 and Alternative 5 analyzed this trail for seasonal ATV use; Alt. 4 analyzed this trail for ATV and motorcycle use yearlong.	Trail - ATV and two wheeled seasonal (July 1- Sept. 30)	same
4193 Iron Creek Point Trail	Alt. 0, Alt. 1, Alt. 3 and Alternative 5 analyzed for this trail for seasonal motorcycle use (July 1- Sept. 30),	Trail - ATV closed and two wheeled seasonal	same
6127 Cabin Creek Trail	Alt. 0, Alt. 1, Alt. 4 and Alternative 5 analyzed for this trail for motorcycle use yearlong; Alt. 3 analyzed this trail for seasonal motorcycle use.	Trail 2WL yearlong	same
U-LR-TF001	This was a previously unauthorized trail and was analyzed under alternatives 4 and 5 to provide a connection with the Red Rock Road and the Snowbank Trail.	Trail - OHV Trail 2WL	same
U141-09Z	This was a previously unauthorized trail and was analyzed under alternatives 4 and 5 to provide a connection with a BLM route.	Trail - OHV	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Motor vehicle use is compatible with existing conditions.

Conclusion

The design of trails within this management area reduces impacts to soil and water primarily by designating dispersed campsites in this extremely popular and heavily used area. Past unauthorized use has caused an extensive network of user-created trails to access dispersed camping areas along the Little Lost River. The responsible official chose to close the east side of the management area to provide big game security and elk calving while allowing motor vehicle access on the west side.

The 2014 FSEIS Alternative increases the amount of maintained motor vehicle routes available for ATV and motorcycle users without decreasing the amount of land being managed to provide for non-motorized recreation uses of the forest. Non-motor vehicle users would be able to plan cross-country activities away from designated motorized routes and have a high degree of certainty that they would not encounter motor vehicle users (FEIS p. 3-6, AR046388).

Additionally, conflicts among different classes of motor vehicle users are reduced and user safety would be enhanced through clear definition of the existing and newly designated travel routes. Conflicts tend to decrease when visitors know what type of vehicle is allowed (FEIS p. 3-7, AR046388).

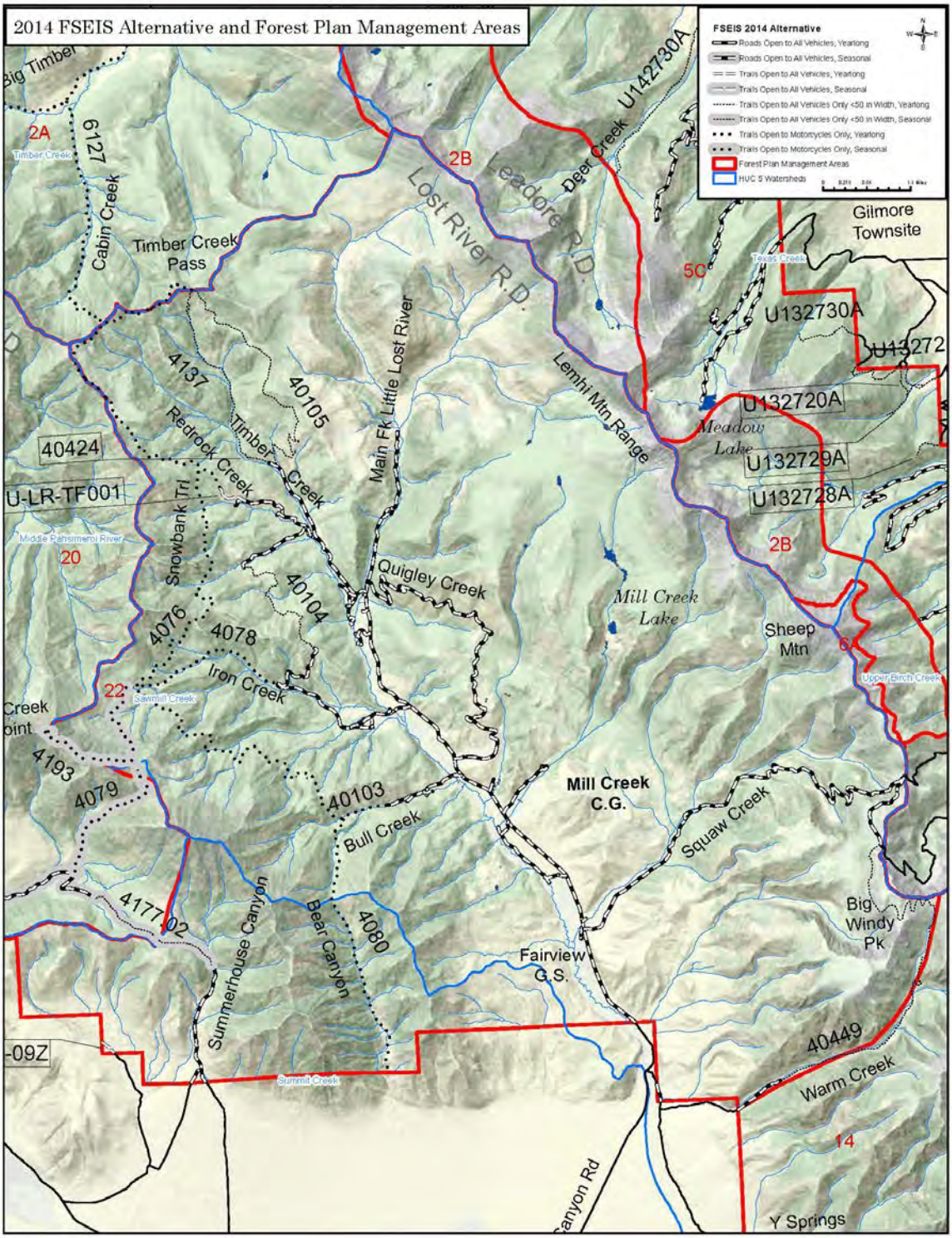

Figure B 21. Management Area #22, Sawmill Canyon

Management Area #23, Furnace Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

The management area will remain essentially undeveloped.

The plan goes on to define a Management Prescription that:

…will emphasize enhancement of fish and wildlife habitat and the maintenance of water quality.

Specific Plan direction includes:

1. Manage for dispersed recreation.
2. Emphasize habitat management of big game.
3. Maintain fish and wildlife habitat capability through cooperation and coordination with other resources and agencies.
4. Maintain or improve water quality and soil productivity.

This management area is located is located along the northern boundary of the Forest adjacent to the Frank Church—River of No Return Wilderness. The area is roadless with the exception of a road along Camas Creek, which forms this unit's western boundary.

In designing a system of designated trails for Management Area 23, the Responsible Official considered a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

A system of 3 designated trails was included in the 2009 ROD Alternative and is carried forward in the 2014 FSEIS Alternative for this management area: No previously unauthorized routes were designated as part of the system of trails within this management area. The designated system of trails within this management area is summarized below in the following table.

Table B 107. System of designated motor vehicle trails (2009 ROD Alternative), management area 23

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4138 Darling-Castle Creek	Trail 2WL	Salmon-Cobalt	Morgan Creek	0.44
4138 Darling-Castle Creek	Trail 2WL	Salmon-Cobalt	Upper Camas Creek	5.03
4140 Furnace Creek	Trail 2WL	Salmon-Cobalt	Upper Camas Creek	8.09

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative within this management area.

Table B 108. Motor vehicle route density in miles per square mile, management area 23

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Morgan Creek	0.9	0.9	0.8	1.0	0.9
Upper Camas Creek	0.7	0.5	0.4	0.5	0.5

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that maintain or reduce route densities when compared to the No Action Alternative in the 5th field hydrologic units with the management area. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Management Area 23. Most of this Management Area is within the Camas Creek 5th field hydrologic which has low route density. Reducing route density within this management area minimizes impacts to soil, water, and vegetation while maintaining the existing system of motorcycle trails.

The 2009 Preferred Alternative (Table 3-14, 2009 FEIS p. 3.46, AR046428) and the 2014 FSEIS Alternative also reduce the number of routes within 300 feet of water quality impaired streams for all 5th field hydrologic units when compared to the No Action Alternative. Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2014 FSEIS Alternative and include the following:

- Necessary protection measures would be enacted so that unacceptable impacts to sensitive plant populations either would not occur or would be mitigated.
- Treat identified noxious weed sites as appropriate.
- Limited motor vehicle use for dispersed camping would be allowed to access dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of either side of most designated system roads and 100 feet on either side of most designated motorized trails where slope, topography, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation;

damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond, or lake to provide stream bank and water quality protection.

- The Challis Forest Plan desired future condition for sensitive plants is: "Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS. The ROD Alternative would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the SCNF.

2. Harassment of wildlife and significant disruption of wildlife habitats

The Forest minimized harassment and significant disruption of wildlife habitats by complying with Forest Plan direction for Wildlife and Fish. Forest Plan direction specific to Management Area 23 is to "Emphasize habitat management of big game" and "Maintain fish and wildlife habitat capability through cooperation and coordination with other resources and agencies."

Management Area 23 is within Idaho Fish and Game Management Unit 28. Comments from F&G (AR000647) are attached. On the 1994 Challis Travel Plan the area was a "B" area meaning: "Area B is open to motorized and mechanized vehicles only on roads and trails identified by Forest Route Markers. Some roads and trails may be closed or restricted by signing and/or physical barriers. Open to over-snow vehicles. Off road and off trail use is permissible when retrieving legally taken big game carcasses using a desirable direct route not disturbing soil or the vegetation. The purpose for the restrictions/opportunities was to maintain or improve soil resources and/or prevent soil erosion and maintain or improve plant condition.

The following table compares trail designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative.

Table B 109. Comparison of vehicle class designations for the No Action Alternative and 2009 ROD Alternative, management area 23

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
4138 Darling-Castle Creek	OHV1	2WL1	same
4140 Furnace Creek	OHV1	2WL1	same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit during critical life stages within Management Area 23. This information is from Appendix A, Table 4-A of the Wildlife Specialist Report (AR041993-041996).

Table B 110. Comparison of acres and percent habitat security by 2009 Alternatives, management area 23

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Morgan Creek	51,233	12,677 [25]	22,487 [44]	22,409 [44]	30,052 [59]	21,576 [42]	23,760 [46]
Upper Camas Creek	85,383	15,953 [19]	16,806 [20]	20,169 [24]	22,479 [26]	19,038 [22]	19,038 [22]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative maintain or increase habitat security in both hydrologic units when compared to the No Action Alternative (Alt.0). Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 23 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received very few comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. The following table displays a sampling of comments:

Table B 111. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 23

Trail Number and Name	Letter #	Comment
4138 Darling-Castle Creek	945	"A number of trails are proposed for designation as motorized on the Middle Fork, Challis-Yankee Fork and Salmon-Cobalt Ranger Districts that lead to and/or enter the Frank Church –River of No Return Wilderness. Executive Order 11644, Sec. 3(a)(3) states that "[areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands." (emphasis added) We strongly suggest that the Forest Service not designate such trails for motorized use. This increases the likelihood of illegal motorized use within designated Wilderness. It is much easier to enforce the use at the trailhead than somewhere along the trail. We also note that many of these trails do not or cannot provide loop opportunities as desired by motorized users."
4138, 4140 Furnace Creek	585	"As for the rest of the OHV (off highway vehicle) plan I have attached the road and trails that need to be associated with any decisions. Most of the reasons for these roads are recreation opportunities, including hunting, fishing, camping, and big game retrieval."

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this management area. The responsible official selected the 2014 FSEIS Alternative to maintain existing trail access within the management area. These trails have had some unauthorized use by larger classes of vehicles; the 2014 FSEIS Alternative designates these trails for two-wheel motor vehicle use.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 23 by class of vehicle and, if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 112. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 23

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
4138 Darling-Castle Creek	Alt. 0: OHV1 Alt. 1, 4, 5: 2WL1	2WL1	same
4140 Furnace Creek	Alt. 0: OHV1 Alt: 1, 4 and 5: 2WL1	2WL1	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The Furnace Creek management area is unroaded except for the Camas Creek Road which runs along the western boundary. Two trails totaling 13.6 miles provide the only motor vehicle access (motorcycle) within the management area. Damage to soil, watershed, vegetation and other forest resources is minimized by clearly designating trails for 2-wheel use. Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the management area. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system. Although public comment stated the proximity of the management area to the Frank Church wilderness area could increase the likelihood of illegal

motorized use, the responsible official chose to maintain existing access and provide a loop opportunity to connect with the Camas Creek Road.

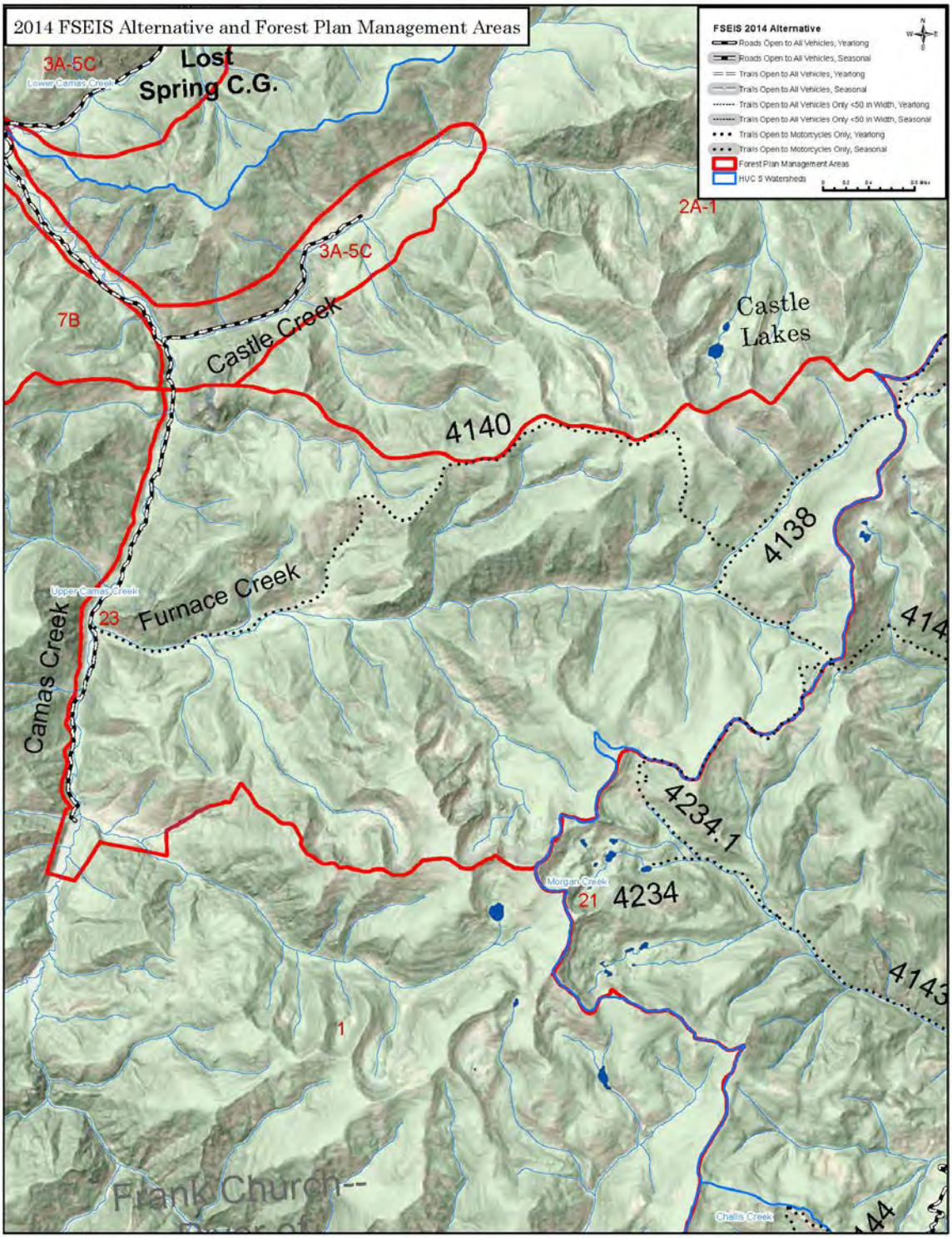

Figure B 22. Management Area #23, Furnace Creek

Management Area #24, Wilderness Corridors

The Challis National Forest Plan describes a desired future condition for this management area as:

Management will emphasize recreation opportunities related to wilderness access.

Specific Plan direction includes:

1. Leave corridors into Wilderness as nearly natural as possible, allowing for campground and trailhead development and management. Protect cultural and historic sites. Provide a near-wilderness experience.
2. Manage fish and wildlife habitat to complement outdoor recreation.
3. Manage range to complement outdoor recreation.
4. Allow for firewood gathering for camping se. Intensive timber management will not be practiced.
5. Ensure protection of soil and water resources.
6. Emphasize public access to wilderness and resolve boundary conflicts.
7. Manage minerals to complement corridor management area objectives as near as possible.
8. Manage roads for access during the summer season.
9. Make an appropriate suppression response on all wildfires.

The Corridors Management Area is composed of several established road access routes that are bounded on both sides by the Frank Church—River of No Return Wilderness. The primary travel routes are: Sleeping Deer Road into Parker Mountain, Fly Creek Point and South Fork trailheads; Beaver-Loon Creek Road into Look Creek, Diamond D Ranch, Lost Packer Mine, Pinyon Peak, and Feltham Creek Point; Boundary Creek Road, which accesses the Middle Fork Wild and Scenic River; Pistol Creek Road into Pistol Rock and Trapper Mountain. There are also a few short spur roads which access the wilderness areas or branch from the primary routes listed above. Most of these spurs are associated with past or present mining activities.

No motorized vehicle trails exist in this management area, therefore, minimization criteria described in 36 CFR212.55 (b) do not apply.

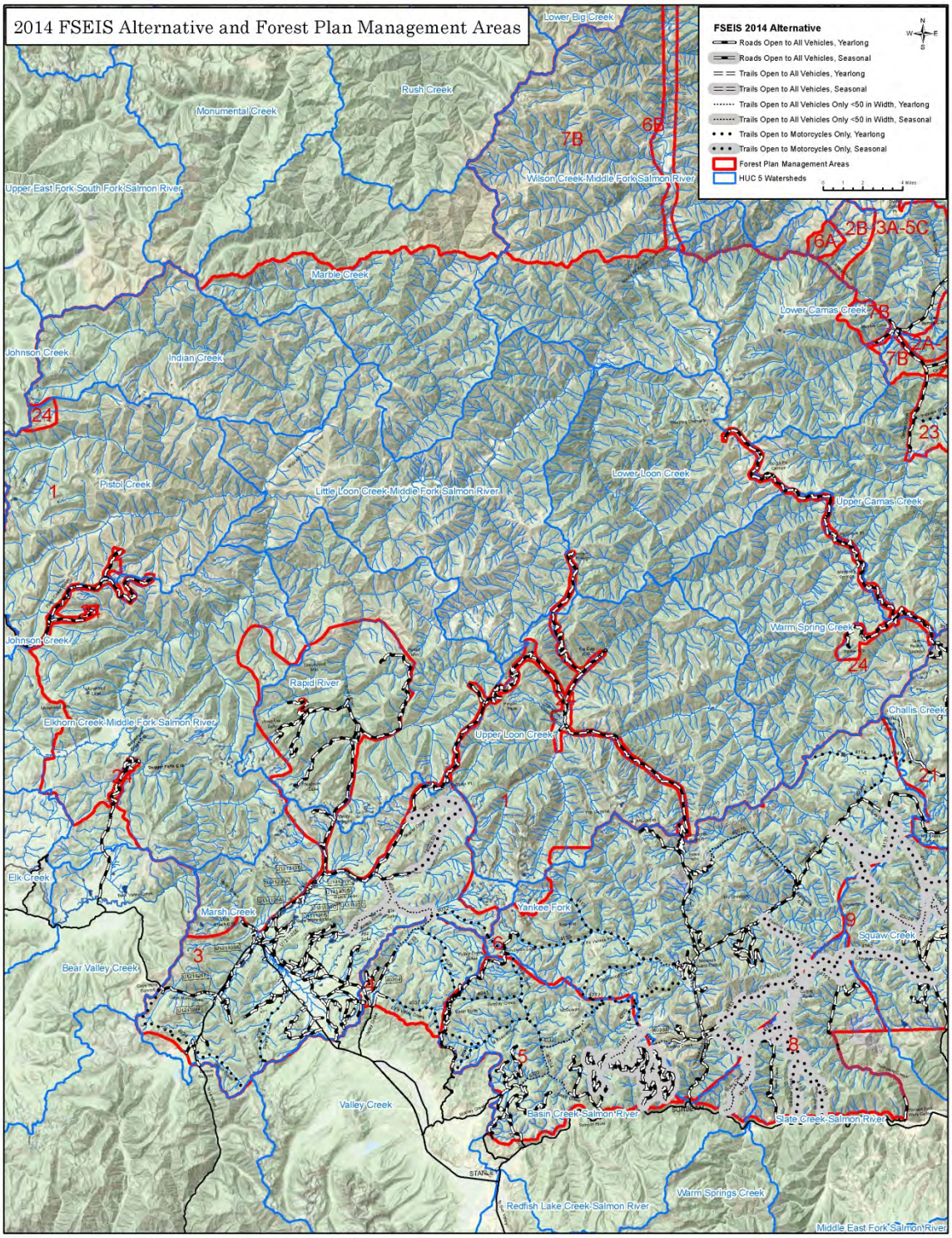

Figure B 23. Management Area #24, Wilderness Corridors

Management Area #25, Antelope Creek

The Challis National Forest Plan describes a desired future condition for this management area as:

Maintain the varied vegetational diversity and quality, providing good wildlife and fisheries habitat and a wide spectrum of dispersed recreation opportunities.

The plan goes on to define a Management Prescription that:

…will emphasize dispersed recreation opportunities, enhancement of fish and wildlife habitat, minerals activities and range administration…

Specific Plan direction includes:

1. Emphasize dispersed recreation.
2. Emphasize habitat management of big game and upland game birds. Improve wildlife habitat productivity through improvement projects and coordination with other resources. Manage to maintain and improve stream and lake habitat quality.
3. Manage suitable Forest lands for timber production. Emphasize management of the most productive and accessible stands.
4. Protect or improve soil productivity and water quality.

In designing a system of designated trails for Management Area 25, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

The Antelope Creek Management Area forms a portion of the Pioneer Mountains directly west of the town of Arco, Idaho. It comprises the headwaters of Antelope Creek and most of its tributaries. The western ridge forms a common boundary with the Sawtooth National Forest.

A system of nine designated trails was included in the 2009 ROD Alternative and is carried forward in the 2014 FSEIS Alternative within this management area. Eight of these nine designated trails were previously unauthorized routes and are identified by the letter “U” in the table below. These previously unauthorized routes were analyzed in detail and included in the final design of the designated trail system. The previously unauthorized trails total 2.3 miles or 50 percent of the trails within this management area. The designated system of trails within this management area is summarized below in the following table.

Table B 113. System of designated motor vehicle trails (2009 ROD Alternative), management area 25

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4347 Trail Creek-Cherry Creek	Trail - ATV and two wheeled seasonal	Lost River	Antelope Creek	2.28
U-LR-F-076 Un-named	Trail - OHV	Lost River	Antelope Creek	0.19
U032303A Un-named	Trail - OHV	Lost River	Antelope Creek	0.07
U042322C Un-named	Trail - OHV	Lost River	Antelope Creek	0.14
U042327D Un-named	Trail - OHV	Lost River	Antelope Creek	0.20
U052310A Un-named	Trail - ATV and two wheeled seasonal	Lost River	Antelope Creek	0.70
U052314A Un-named	Trail - ATV and two wheeled seasonal	Lost River	Antelope Creek	0.32
U052333A Un-named	Trail - ATV and two wheeled open	Lost River	Antelope Creek	0.55
U141-19VF Un-named	Trail - OHV	Lost River	Antelope Creek	0.13

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for each 5th field hydrologic unit and alternative.

Previously unauthorized trails, which total 3.3 miles, are on soils with erosion potential ranging from low to high. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities when compared to the No Action Alternative in the Antelope Creek 5th field hydrologic unit with the management area. The 2009 Preferred Alternative and the 2014 FSEIS Alternative reduce route density by 43% when compared to the No Action Alternative thereby minimizing the potential for erosion and sedimentation.

Table B 114. Motor vehicle route density in miles per square mile, management area 25

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Antelope Creek	0.7	0.4	0.4	0.6	0.4

The 2009 Preferred Alternative (Table 3-11, 2009 FEIS p. 3.39 AR046421) and the 2014 FSEIA Alternative also reduces the number of routes within 300 feet of water quality impaired streams for this 5th field hydrologic unit in this management area when compared to the No Action Alternative. Reducing miles of routes within 300 feet of water quality impaired streams also reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated in the 2014 FSEIS Alternative.

The Challis Forest Plan desired future condition for sensitive plants is: “Habitat will be provided to ensure viability and recovery of Threatened and Endangered and Forest Service sensitive plants (Challis FP p. IV-36). An effects determination was made for each sensitive plant species analyzed in the 2009 FEIS. The 2009 ROD Alternative (AR042008) and the 2014 FSEIS Alternative would either have a.) No impact to individual plants or the populations, or b.) May impact individual plants, but would not likely contribute to a trend towards Federal listing, or cause a loss of viability to the population or species of sensitive plant species on the Salmon-Challis National Forest.

2. Harassment of wildlife and significant disruption of wildlife habitats

Forest plan direction specific to Management Area 25 is to “Emphasize the habitat management of big game and upland game birds. Improve wildlife habitat productivity through improvement projects and coordination with other resources.” Further Forest Plan direction stipulates “Improve quality and use of big-game winter range and other critical habitat; emphasize complexes compromising moist habitats” (AR041875).

Management Area 25 is within Idaho Fish and Game Management Unit 51. In a letter dated April 10, 2007 (AR00647), Fish and Game recommended, “We would like travel off designated routes for game retrieval to be prohibited.” The routes and restrictions refer to the 1994 Challis Travel Map. The area on the 1994 Travel Map corresponding to Management Area 25 had three separate area use opportunities and restrictions.

Management Area 25 included areas designated as “A”, “B” and “C”. Travel areas “A” and C” did not contain specific direction regarding retrieval of big game carcasses off designated routes. However, area use “B” did allow the retrieval of big game carcasses “using a desirable direct route not disturbing the soil or vegetation”. Big game retrieval was not allowed on routes that were closed or restricted (Forest Service, 1994). The 2009 ROD (AR047075) and the 2014 FSEIS Alternative do not allow retrieval of big game carcasses off designated routes.

The following table compares trail designations for the No Action Alternative, 2009 ROD Alternative and 2014 FSEIS Alternative.

Table B 115. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, 2014 FSEIS Alternative, management area 25

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
4347 Trail Creek-Cherry Creek	ATV1	ATVA	same
U-LR-F-076 Un-named	Not Applicable	OHV1	same
U032303A Un-named	Not Applicable	OHV1	same
U042322C Un-named	OHV1	OHV1	same
U042327D Un-named	OHV1	OHV1	same
U052310A Un-named	OHV1	ATVA	same
U052314A Un-named	Not Applicable	ATVA	same
U052333A Un-named	Not Applicable	ATV1	same
U141-19VF Un-named	Not Applicable	OHV1	same

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, mountain goats, and pronghorn antelope. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Management Area 25. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 116. Comparison of acres and percent habitat security by 2009 Alternatives, management area 25

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Antelope Creek	91,175	32,037 [35]	36,622 [40]	58518 [64]	62,532 [69]	53,061 [58]	60,652 [67]

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternativeincreases habitat security and protection during critical life stages for the Antelope Creek 5th field HUC when compared to the No Action Alternative. Motorized access can have a direct effect on elk and deer by causing flight response and reduced use of habitat in areas that are within the influence zone of a motorized route. Overall, this effect would be reduced since route densities would decrease and secure areas would increase within this management area.

The system of motor vehicle trails and areas for Management Area 25 enhances wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. The following table displays a sampling of comments:

Table B 117. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management area 25

Trail Number and Name	Letter #	Comment
4347 Trail Creek-Cherry Creek	926	"Trail 4347 from Alder Creek to Cherry Creek is shown to stop at Lupine. However, this may be a GIS mapping error. This trail is a component of a loop. There is no negative impact to game species by continuation of this loop."
U-LR-F-076 Un-named	NA	No Comments Received
U032303A Un-named	NA	No Comments Received
U042322C Un-named	NA	No Comments Received
U042327D Un-named	NA	No Comments Received
U052310A Un-named	NA	No Comments Received
U052314A Un-named	NA	No Comments Received
U052333A Un-named	NA	No Comments Received
U141-19VF Un-named	NA	No Comments Received

The Responsible Official chose to designate trails U052310A and U052314 to provide access to a trail head and create a loop route for ATV riders. Other previously unauthorized trails are generally short spur routes that provide access. For example Trail U-LR-F-076 provides access to cow camp, and Trails U052333A and U052333A provide access for hunting.

No conflicts between motor vehicle use and existing or proposed recreational uses were identified.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Management Area 25 by class

of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS. If an alternative is not listed for a given trail it was either not considered under that alternative or not designated as a trail prior to this NEPA action.

Table B 118. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management area 25

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
4347 Trail Creek-Cherry Creek	Alts. 0 and 4-ATV1 Alt. 3-ATV2 Alt. 4-ATV1 Alternative 5-ATVA	ATVA	same
U-LR-F-076 Un-named	Alts. 4 and 5: ATV1	OHV1	same
U032303A Un-named	Alternative 5-OHV1	OHV1	same
U042322C Un-named	Alts. 0 and 5-OHV1	OHV1	same
U042327D Un-named	Alts. 0 and 5-OHV1	OHV1	same
U052310A Un-named	Alt. 0-OHV1 Alt. 4-ATV1 Alternative 5-ATVA	ATVA	same
U052314A Un-named	Alt. 4-ATV1 Alternative 5-ATVA	ATVA	same
U052333A Un-named	Alt. 4-OHV1 Alternative 5-ATV1	ATV1	same
U141-19VF Un-named	Alternative 5-OHV1	OHV1	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This management area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have provided slightly greater habitat security, the responsible official selected the 2014 FSEIS Alternative to provide a loop opportunity and Forest access.

Within the Management Area the habitat security is doubled when compared to the No Action Alternative. This minimizes harassment of wildlife and significant disturbance of wildlife

habitats. No conflicts among motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands were identified in this management area.

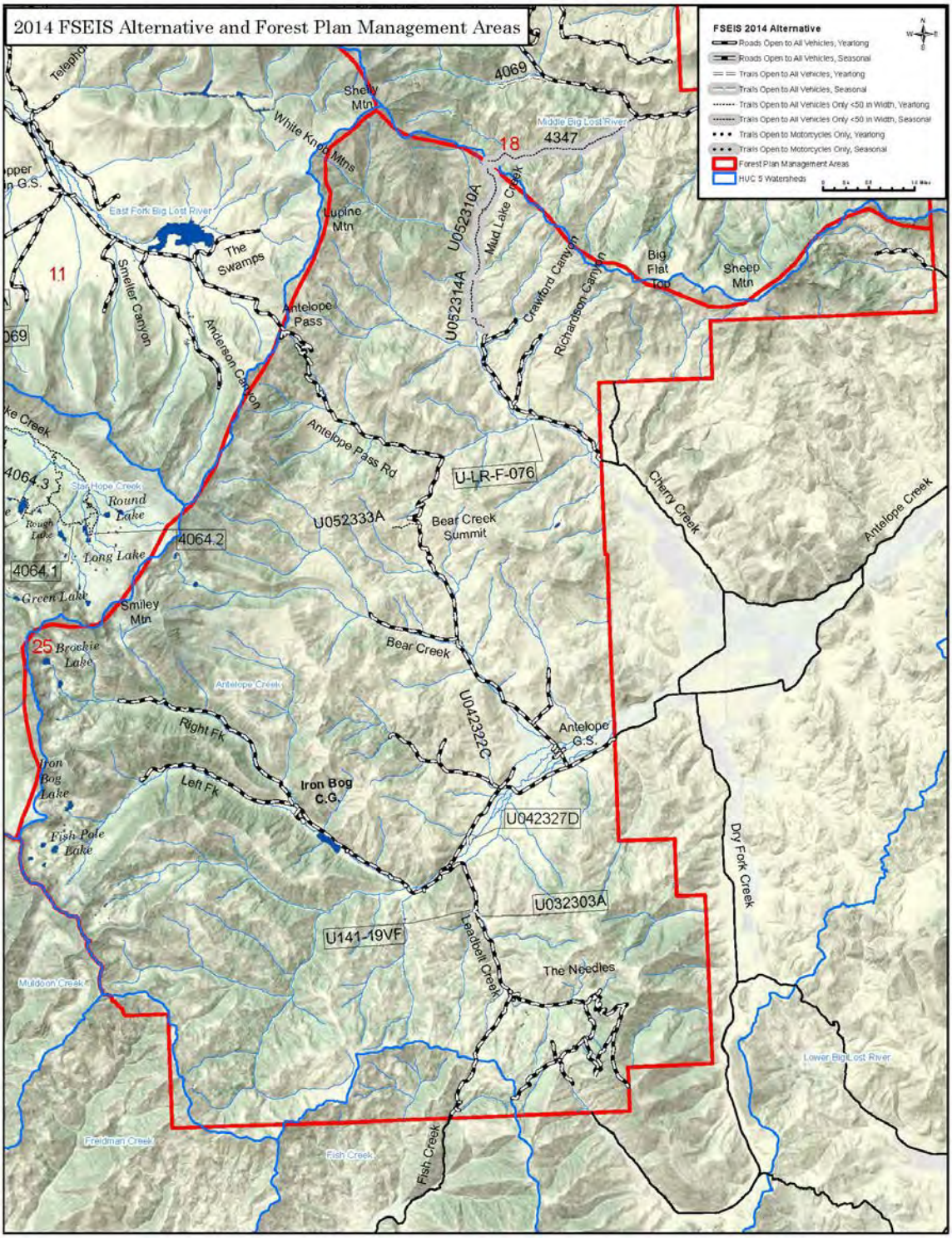

Figure B 24. Management Area #25, Antelope Creek

Salmon National Forest Management Plan

Management Prescription 2A-1 (Leadore Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is for dispersed recreation opportunities. Motorized uses, such as snowmobiling, four-wheel driving, and motorcycling are allowed. Motorized travel will be restricted to designated routes to protect physical and biological resources, and to provide a range of recreation opportunities.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Emphasize semi-primitive motorized recreation opportunities. 2) Provide opportunities for primitive road and trail use. 3) Specific land areas or travel routes may be closed seasonally or year-round for compatibility with adjacent area management, to prevent resource damage, for economic reasons, to prevent conflicts of use, and for user safety. 4) Experience level and motorized vehicle use will be managed to be compatible with big game population objectives.	Maintain big game habitat capability at 80% or more of potential
5) Manage use to allow low to moderate contact with other groups and individuals.	Maximum use and capacity levels are: -Trail and camp encounters during peak use days are less than 25 other parties per day.
6) Facilities provided may include development level 1 and 2 campgrounds, trails suitable for motorized trail bike use, local roads with primitive surface and parking lots at trailheads. 7) Provide signing compatible with intended use.	
8) Maintain existing motorized routes or construct new routes needed as part of the transportation system. Provide loop routes of ½ to one day's travel time with at least ½ the total route located within the semi-primitive motorized ROS class and utilizing primitive local roads and/or trails suitable for motorized trail bike travel.	Do not exceed an average motorized trail corridor density of 4 miles per square mile on fourth-order watersheds. Do not exceed an average motorized trail corridor density of 2 miles per square mile in non-forested areas of fourth-order watersheds.

Prescription 2A-1 on the Leadore Ranger District is located in the Hayden Creek, Lower Lemhi River, Middle Lemhi River, Upper Lemhi River, Lower Pahsimeroi River, and Timber Creek 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of 25 designated trails which were included in the 2009 ROD and carried forward to the 2014 FSEIS Alternative. Included in the designated trails is Trail #6179 (Bear Valley Lakes National Recreation Trail). This trail also drops into Prescription 6A for 0.01 miles. As this length is minimal, analysis of effects for Prescription 6A are included here where longer segments of trail #6137 occur. Both segments (from 2A-1 and 6A) occur in the Hayden Creek 5th level watershed.

GIS data shows there is 0.05 miles of trail 6185 in the Lower Pahsimeroi River watershed. This very small portion of trail will be considered for analysis under the Challis Yankee Fork district. Four unauthorized routes have been designated as part of the system of trails within this management area.

The watersheds and associated designated system of trails within Prescription 2A-1 for the Leadore Ranger District are displayed in the following table.

Table B 119. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 2A-1 (Leadore Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
60199 Basin Creek	Trail - OHV	Leadore	Hayden Creek	0.45
6118 Carol Creek	Trail - ATV closed and two wheeled seasonal	Leadore	Hayden Creek	2.45
6178 Basin Creek - High	Trail - ATV closed and two wheeled open	Leadore	Hayden Creek	1.13
6179 Bear Valley Lakes National Recreation Trail	Trail - ATV closed and two wheeled open (This includes a 0.01-mile section of the trail in mgmt. prescription 6A)	Leadore	Hayden Creek	5.44
6179.1 Bear Valley Lakes Cutoff NRT	Trail - ATV closed and two wheeled open	Leadore	Hayden Creek	1.11
6180 Hayden Creek	Trail - ATV closed and two wheeled seasonal	Leadore	Hayden Creek	5.79
64025 Goldstone Pass	Trail - ATV and two wheeled open	Leadore	Lower Lemhi River	2.77
U202415A Un-named	Trail - ATV and two wheeled open	Leadore	Lower Lemhi River	0.49
U212423C Un-named	Trail - ATV and two wheeled open	Leadore	Lower Lemhi River	1.44
U202411B Un-named	Trail - ATV and two wheeled open	Leadore	Middle Lemhi River	0.67
60206 Dairy Creek	Trail – OHV	Leadore	Upper Lemhi River	2.48
60496 Everson Creek	Trail - OHV	Leadore	Upper Lemhi River	2.74
60497 Stroud Creek	Trail - OHV	Leadore	Upper Lemhi River	1.11
6183 Big Eightmile	Trail - ATV and two wheeled open	Leadore	Upper Lemhi River	3.07
6183 Big Eightmile	Trail - ATV closed and two wheeled open	Leadore	Upper Lemhi River	1.88
In response to public comment, this trail segment will be closed with a Forest Supervisor's Closure Order until maintenance work is completed to minimize impacts to soils and watershed.				
6185 Patterson	Trail - ATV and two wheeled open	Leadore	Upper Lemhi River	5.53

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6341 Big Eightmile Lake	Trail - ATV and two wheeled open	Leadore	Upper Lemhi River	0.63
U152425A Un-named	Trail - ATV and two wheeled open	Leadore	Upper Lemhi River	0.07
6184 Un-named	Trail - ATV closed and two wheeled open	Leadore	Timber Creek	0.01
6187 Middle Fork Little Timber Creek	Trail - ATV closed and two wheeled open	Leadore	Timber Creek	3.44

In designing a system of designated trails for the Leadore Ranger District within Management Prescription 2A-1, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motor vehicle trails located within Prescription 2A-1, and designated in the 2009 ROD Alternative, comply with Forest Plan standards for soil and watershed resources (Soils Specialist Report AR033192, p.69; Watershed Specialist Report AR031889, Appendix B), vegetation and other forest resources.

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Leadore Ranger District, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi^2), moderate (0.7-1.7 mi/mi^2) and high (1.7-4.7 mi/mi^2) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 120. Motor vehicle route density in miles per square mile, management prescription 2A-1 (Leadore Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hayden Creek	0.9	0.5	0.3	0.9	0.6
Lower Lemhi	1.8	1.1	1.7	1.2	0.9
Middle Lemhi	1.3	1.1	1.0	1.8	1.1
Upper Lemhi	1.7	0.5	0.4	1.1	0.7
Timber Creek	0.9	0.5	0.5	0.7	0.6

The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that reduce route densities when compared to the No Action Alternative in all 5th field hydrologic units within the management area. Route densities are slightly higher for Alternative 5 when compared to Alternative 3, except in the Lower Lemhi River 5th field hydrologic unit. Although Alternative 3 proposed to reduce route density the most of all action alternatives (except in the Lower Lemhi 5th hydrologic unit), this alternative did not provide some of the recreation opportunities and access public commenters requested. For example, within Management Prescription 2A-1 on the Leadore Ranger District, the Preferred Alternative (Alternative 5) designates four previously unauthorized trails (U202415A, U212423C, U202411B, and U152425A) that provide motor vehicle trail access through the area in order to connect to BLM routes or provide access for recreation opportunities. Alternative 3 did not consider these trails, and did not offer motor vehicle trail access in these areas. Alternative 5 also designates three system routes that provide loop opportunities (6178, 6180, and 6183), and five system routes that provide recreation access (6183, 6341, 60199, 60496, and 60497) that were not considered for designation in Alternative 3. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density.

The following table shows the miles of designated routes within 300 feet of 303(d) listed streams within the Morgan Creek 5th level watershed (hydrologic unit), including the No Action Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046419).

Table B 121. Miles of designated routes within 300 feet of 303(d) listed streams within the Morgan Creek 5th level watershed

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hayden Creek	0	0	0	0	0
Lower Lemhi	3	3	0	4	2
Middle Lemhi	1	1	1	2	1
Upper Lemhi	22	7	4	13	7
Timber Creek	0	0	0	0	0

In both the Hayden Creek and Timber Creek 5th level watersheds there are no miles of designated routes within 300 feet of 303(d) listed streams. The lack of miles of routes within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motor vehicle trail use. The 2009 Preferred Alternative and the 2014 FSEIS Alternative maintain or reduce motor vehicle routes within 300 ft. of 303(d) listed streams

in Lower Lemhi River and Middle Lemhi River 5th field hydrologic units when compared to the other alternatives. With these reductions comes a decreased potential for motor vehicle-related impacts for sedimentation and motor vehicle-related surface runoff into streams. In the Upper Lemhi River 5th field hydrologic unit, the Preferred Alternative and the 2014 FSEIS Alternative reduced miles of motor vehicle routes within 300 feet of 303(d) listed streams compared to the No Action Alternative. When compared to Alternative 3, Alternative 5 has more miles of designated routes within 300 feet of 303(d) listed streams in this watershed.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014m FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the delineations of Prescription 2A-1 on the Leadore Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 122. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 2A-1 (Leadore Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hayden Creek	60,514	23,359 [39]	28,420 [47]	33,959 [56]	48,890 [81]	31,438 [52]	41,495 [69]
Lower Lemhi River	30,337	6,454 [21]	7,941 [26]	11,268 [37]	17,311 [57]	10,578 [35]	12,362 [41]
Middle Lemhi River	26,585	3,706 [14]	14,108 [53]	14,271 [54]	15,173 [57]	10,017 [38]	13,239 [50]
Upper Lemhi River	97,747	12,064 [12]	21,340 [22]	62,880 [64]	71,408 [73]	42,011 [43]	57,811 [59]
Lower Pahsimeroi River	111,406	68,404 [61]	77,139 [69]	77,143 [69]	82,935 [74]	70,228 [63]	78,764 [71]
Timber Creek	43,694	19,011 [44]	19,428 [44]	26,041 [60]	37,531 [86]	21,162 [48]	25,597 [59]

In the Timber Creek and Upper Lemhi River 5th level watersheds, the 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security and protection during critical life stages when compared to Existing Conditions and Alternatives 0 and 4. In both watersheds, Alternatives 1 and 3 offer higher percentages of habitat protection and security than Alternative 5. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative decreases route densities when compared to the Existing Condition and Alternative 4 in all six 5th field hydrologic units. In all watersheds, Alternative 3 offers a higher percentage of habitat protection and security than Alternative 5.

On the 1988 Travel Map, the areas of Management Prescription 2A-1 within the Leadore Ranger District were in areas with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose to include four previously unauthorized routes to provide connectivity with BLM routes (U202415A and U202411B), to provide access to Goldstone Mine (U212423C), and to provide recreation and hunting access previously available because the area where that particular trail is located was open to cross-country travel (U152425A). The responsible official also chose to designate three system routes that provide loop opportunities (6178, 6180, and 6183) and five system routes that provide recreation access (6183, 6341, 60199, 60496, and 60497). None of these routes was considered for designation in Alternative 3.

Two trails located in the Hayden Creek 5th field hydrologic unit are designated for seasonal use (seasonal open period A May 22 to September 7) to provide a balance between bow-hunters and motorized recreationists. Labor Day is a major holiday weekend for many motorized recreationists. It represents the last major holiday of the summer season. Relatively few bow-hunters hunt during Labor Day weekend.

The following table compares trail designations for the No Action Alternative and the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 2A-1 on the Leadore Ranger District.

Table B 123. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription 2A-1 (Leadore Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Hayden Creek 5th Level Hydrologic Unit			
60199	R1	OHV1	same
6118	OHV1	2WLA	same
6178	OHV1	2WL1	same
6179	OHV1	2WL1	same
6179.1	OHV1	2WL1	same
6180	OHV1	2WLA	same
Lower Lemhi 5th Level Hydrologic Unit			
64025		ATV1	same
U202415A		ATV1	same
U212423C		ATV1	same
Middle Lemhi River 5th Level Hydrologic Unit			
U202411B		ATV1	same

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Upper Lemhi River 5th Level Hydrologic Unit			
60206		OHV1	same
60496		OHV1	same
60497		OHV1	same
6183	OHV1	2WL1	same
6183	OHV1	ATV1	same
6341	ATV1	ATV1	same
U152425A		ATV1	same
Lower Pahsimeroi 5th Level Hydrologic Unit			
6118	OHV1	2WLA	same
Timber Creek 5th Level Hydrologic Unit			
6184	2WL1	2WL1	same
6187	OHV1	2WL1	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails within this Prescription. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. The following table displays a sampling of comments for those trails which did receive input.

Table B 124. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 2A-1 (Leadore Ranger District)

Trail Number and Name	Letter #	Comment
60199	1003	"Road 60199 all open to Basin Lake fishing, hunting, just to go there and head gate to water ranch . . .
6118	914	Furthermore, trails in the Hayden Creek area are proposed for this very same seasonal closure, including Hayden Creek # 6180, Carol Creek # 6118, and E Hayden Creek # 6181. Please do not close these trails until at least November 1. If you must close the trails on August 25, close them to all users except foot traffic."
6180	914	See above
64025	948	"Alt. 4 Maximum Motorized Emphasis. 64025, trail - all open, U162501A and U162600A - open year round. 40099 and 4177.02 - these roads need to be open year round. 6096 and 6099 - open seasonal - all vehicles. 4075 - trail all open. 6118 and 4073 - this connector needs to be open trail - all open."
60206	1062	". . . leave open to motorized as per Alt. 4. ….60206”.
6183, 6185, 6341	601	"6183, 6185, 6341, 4074 - close."

Trail Number and Name	Letter #	Comment
6341, 6183, 6185	598	"U162501A, U162606A, U172622F, U172635A, U162602A, 6195, 6183, 6185, 6341, 4074: Close these routes to all motorized use. Wildlife security, quality of hunting experience, resource protection."
6187	1082	". . . including Big Timber Creek # 6183, Rocky Creek # 6184, Cabin Creek # 6127, and Middle Fork Little Timber # 6187 should not start until after the Labor Day Weekend. Not on 8/25."
6183 ,6185	1062	". . . leave open to motorized as per Alt. 4. ….6183…6185".
6179 Bear Valley Lakes National Rec. Trail	1048	"Bear Valley (6179), Buck Lakes (6081), and Hat Creek Lake roads (6093) should be closed to motorized vehicles for the natural beauty and enjoyment of horse and foot traffic. 12 Mile road (60224) should be closed to reduce impacts to higher elevation forests. Roads 60234 (A, C, E) should be closed to reduce road density in a high hunter use area."
6179 Bear Valley Lakes National Rec. Trail	926	"Designate trails 6179 and 6081 in Bear Valley Creek as seasonal routes. This would improve big game security and hunting quality. "

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of trails for this Prescription Area. The 2A-1 Prescription area is large and extends along the northern aspect of the Lemhi Range from Hayden Creek to Little Timber Creek.

Motor vehicle trails in the Hayden Creek and Timber Creek 5th field hydrologic units generally provide motorcycle opportunities while motor vehicle trails in the Upper, Middle and Lower Lemhi 5th field hydrologic units generally provide ATV and OHV opportunities. Following is the rationale for designation of trails within this Management Prescription.

Trail 60199 was designated as an OHV Trail to provide recreational access to Basin Lakes.

Trail 6118 is a seasonal motorcycle trail open May 22 through September 7 which provides loop opportunity and also provides a balance between motorcycle recreationists and bow hunters who generally prefer non-motorized use. Trail 6178 provides a motorcycle loop opportunity with BLM and connects Trail to 6179. Trail 6179 had been previously used by ATVs however; because past ATV use caused resource damage the responsible official designated this trail for motorcycle use in the 2009 ROD and the 2014 FSEIS. Trail 6180 is designated for seasonal motorcycle use; seasonal use provides watershed protection and big game security in the during the fall hunting season. Trail 6183 also provides a motorcycle loop opportunity.

Several routes that had been previously designated as roads in the No Action Alternative and were proposed for non-motorized use in the 2009 Preferred Alternative were designated as OHV trails in the 2009 ROD and the 2014 FSEIS; these are 60206, 60496, and 60497 which were designated to provide access to Dairy Lake, Everson Lake and Stroud Lake respectively. Other lakes within this management prescription do not have motor vehicle access including Buck Lakes, Buffalo Skull Lake and Devil's Lake. The responsible official strived to achieve a balance between the various motorized and non-motorized uses. Two routes within this management prescription that had been used for motor vehicle use in the past were not designated for motor vehicle use in the 2009 ROD or the 2014 FSEIS because these trails had impacts to soil and water in wet meadows

and along water quality limited streams. These are Trail 6181 (East Fork Hayden Creek 4.75 miles) and 6195 (Little Eightmile Creek 4.37 miles).

The responsible official designated three previously unauthorized routes for motor vehicle designation. Trails U202415A and U202411B were added to connect to BLM routes, U212423C was designated to provide recreational ATV access to Goldstone mine, and U152425A was designated to provide motor vehicle access to the ridge above Devils Lake. No motor vehicle access is available directly to Devils Lake.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 2A-1 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS. Conflicts among classes of motor vehicles use were resolved by designating trails for the type of motor vehicle use best suited to the topography and resource conditions. Coordination with BLM resolved differences to consistently designate trails across management boundaries.

Table B 125. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 2A-1 (Leadore Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2013 FSEIS Alternative, Vehicle Class and Season of Use
Leadore Ranger District-Hayden Creek HUC			
60199	Alts. 0, 1, 4 and 5: R1	OHV1	same
6118	Alt.0-OHV1 Alts. 1, 4: 2WL1 Alt. 5: 2WLA	2WLA	same
6178	Alt. 0: OHV1 Alts. 4 and 5: 2WL1	2WL1	same
6179	Alt. 0: OHV1 Alt. 1: ATV1 Alt. 5: 2WL1	2WL1	same
6179.1	Alt. 0: OHV1 Alt. 1: ATV1 Alt. 4 and 5: 2WL1	2WL1	same
6180	Alt.0: OHV1 Alt. 1: 2WL1 Alt. 4: ATV1 Alt. 5: 2WLA	2WLA	same
Leadore Ranger District-Lower Lemhi River HUC			
64025	Alt. 4: OHV1 Alt. 5: ATV1	ATV1	same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2013 FSEIS Alternative, Vehicle Class and Season of Use
U202415A	Alt. 4: OHV1 Alt. 5: ATV1	ATV1	
U212423C	Alt. 4: OHV1 Alt. 5: ATV1	ATV1	same
Leadore Ranger District-Middle Lemhi River HUC			
U202411B	Alt. 4: OHV1 Alt. 5: ATV1	ATV1	same
Leadore Ranger District-Upper Lemhi River HUC			
60206	Alts. 3, 5: OHV1	OHV1	same
60496	Alt. 5: OHV1	OHV1	same
60497	Alt. 3: OHV2 Alt. 5: OHV1	OHV1	same
6183	Alt. 0: OHV1 Alts. 1, 4 and 5: 2WL1	2WL1	same
6183	Alts. 1, 4 and 5: ATV1	ATV1	same
6341	Alts. 0, 4 and 5: ATV1	ATV1	same
U152425A	Alts. 3, 4 and 5: ATV1	ATV1	same
Leadore Ranger District-Lower Pahsimeroi HUC			
6118	OHV1	2WLA	same
6185	OHV1	ATV1	same
Leadore Ranger District-Timber Creek HUC			
6184	Alt. 0: OHV1 Alt.1: 2WL1 Alt3: 2WL2 Alt. 4 and 5: 2WL1	2WL1	same
6187	Alts. 0 and 1: ATV1 Alt. 3: 2WL2 Alts. 4: 2WL1	2WL1	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the responsible official designated motor vehicle trails (2014 FSEIS Alternative) to provide a range of motor vehicle opportunities near Salmon and Leadore in this prescription where four-wheel driving and motorcycling are allowed. The Upper Lemhi County Chamber of Commerce were concerned that motor vehicle restrictions would have a negative impact on an already economically distressed area (AR042088).

Within the Lower, Middle, and Upper Lemhi River 5th field hydrologic unit the areas of Management Prescription 2A-1, four previously unauthorized routes were added to the designated system of motor vehicle trails under the 2009 Preferred Alternative and the 2014 FSEIS Alternative. The responsible official chose to designate these routes because they provide motor vehicle trail access through the area in order to connect to BLM routes and provide access for recreation opportunities.

The responsible official minimized conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses by the designing a system that meets management area direction to emphasize dispersed recreation opportunities and allowing such uses as four-wheel driving and motorcycling. There would be no changes of trail designations between the 2009 ROD Alternative and the proposed 2014 FSEIS Alternative within Management Area 2A-1 on the Leadore Ranger District.

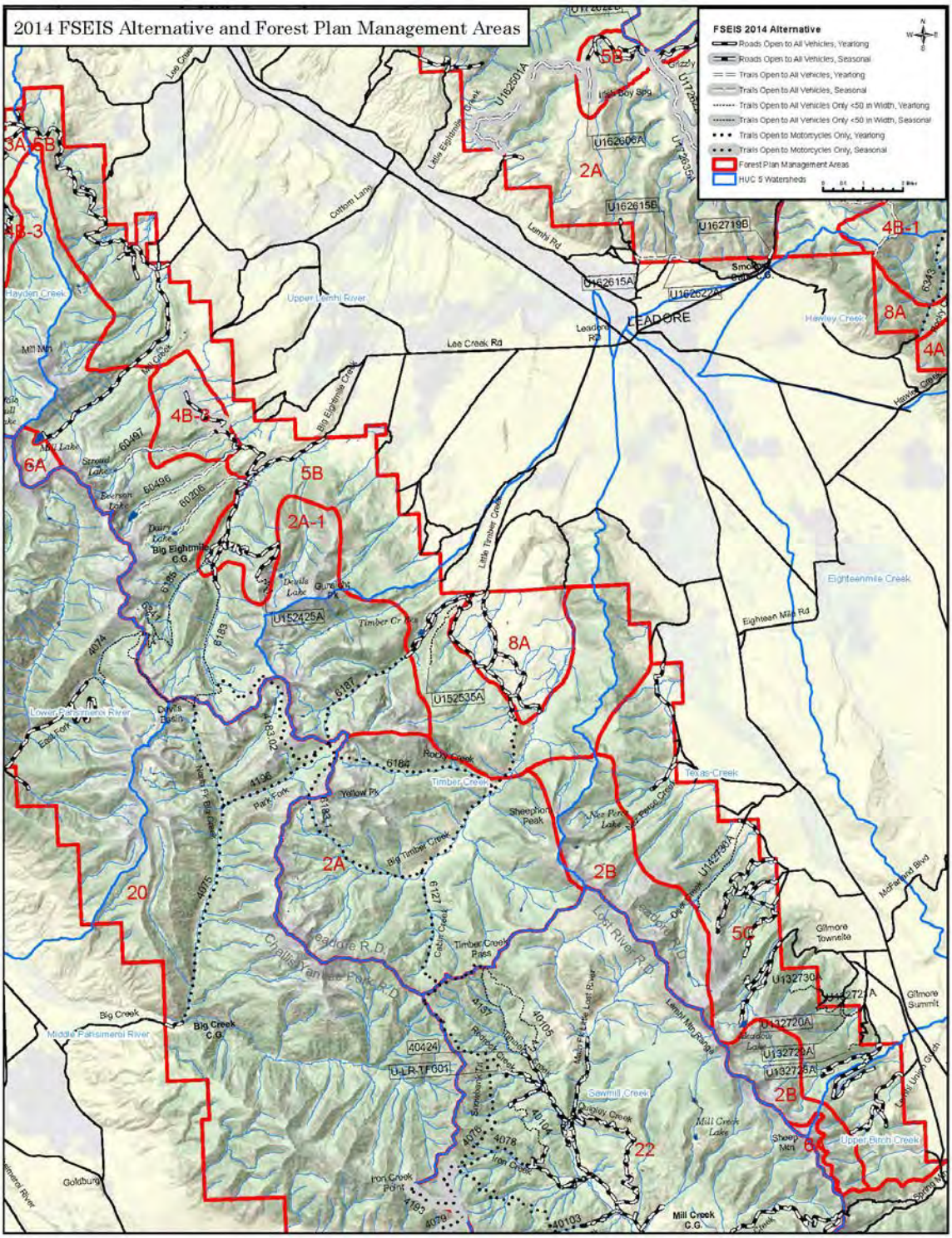

Figure B 25. Leadore southwest map

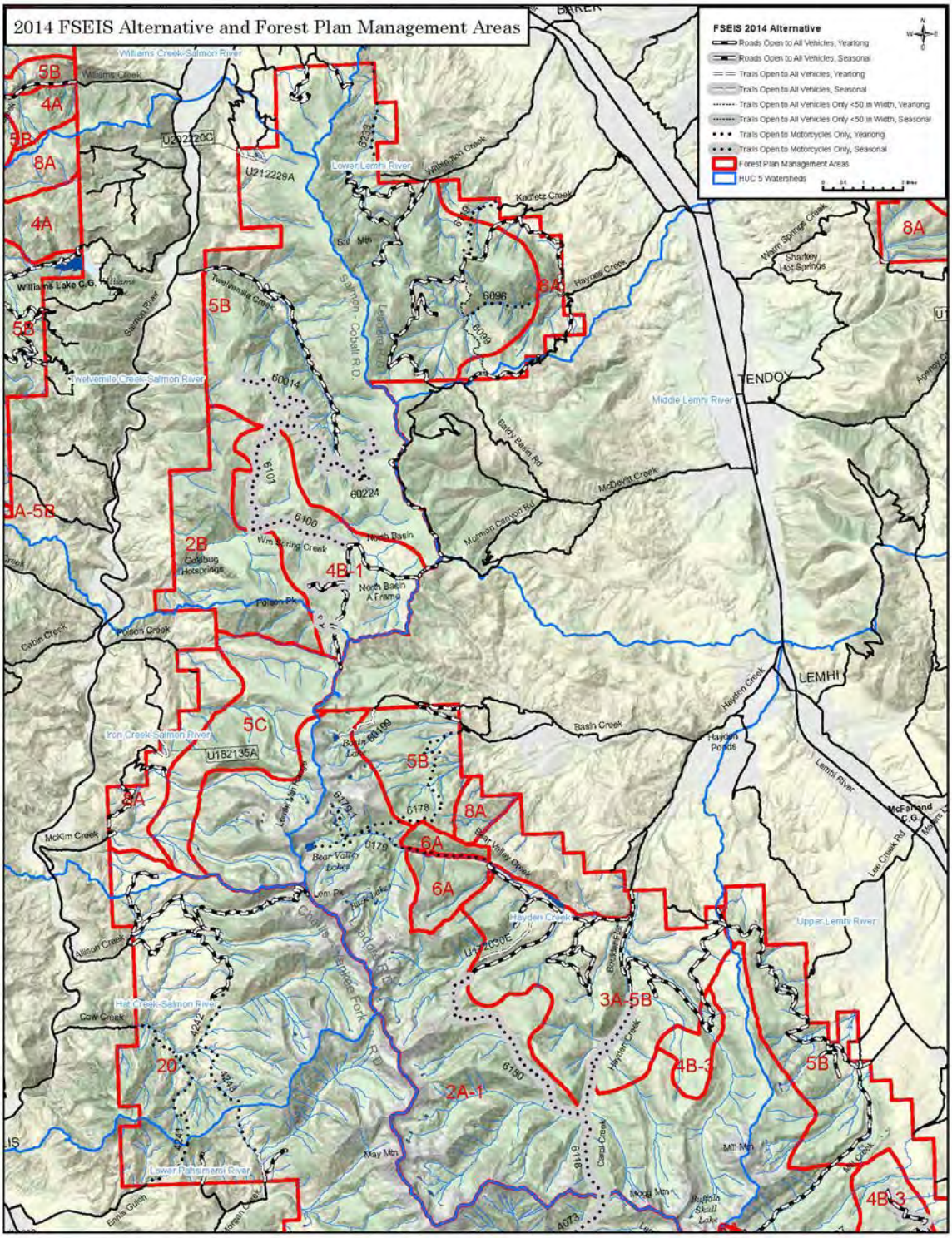

Figure B 26. Leadore northwest map

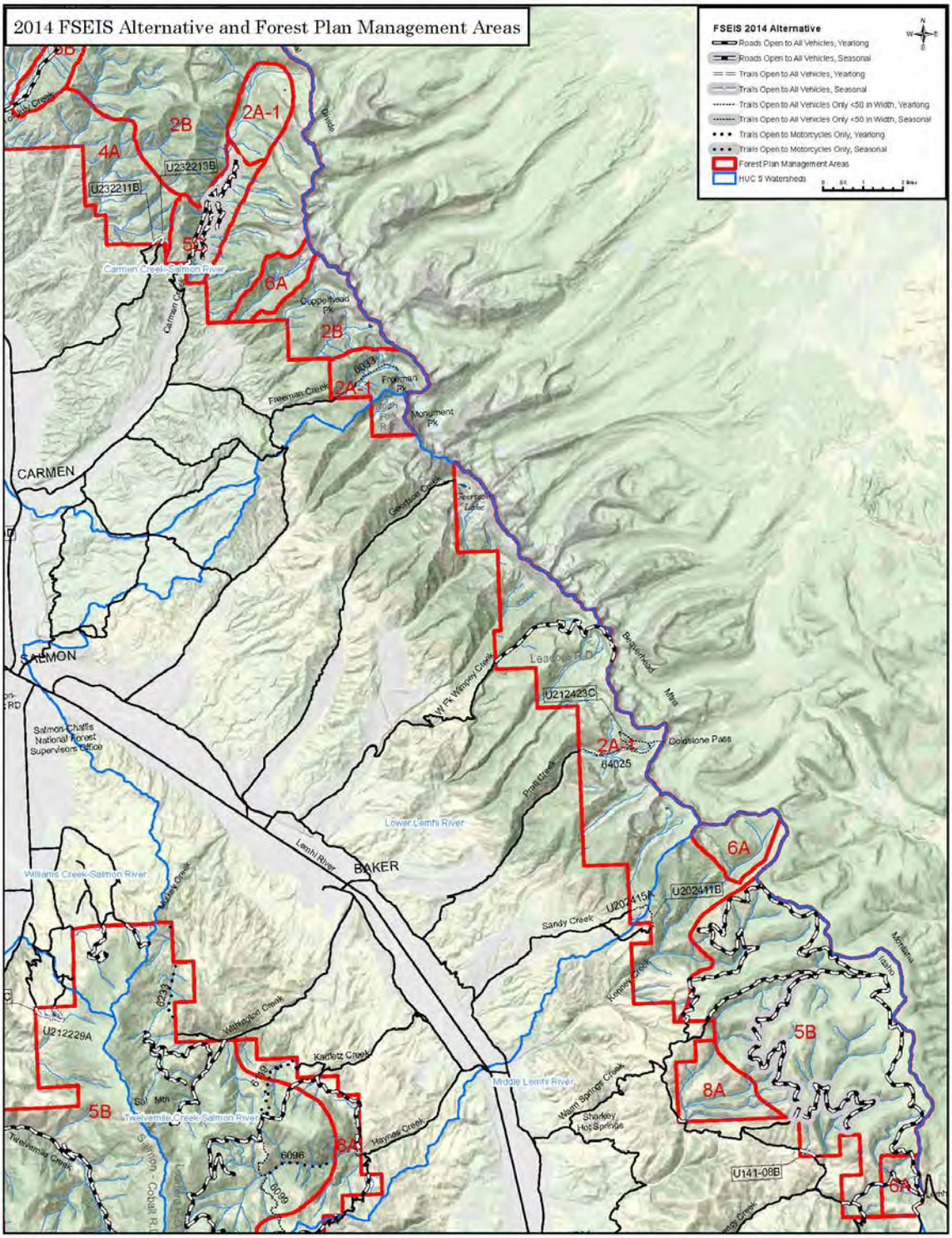

Figure B 27. Leadore northeast map

Management Prescription 2A-1 (North Fork Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is for dispersed recreation opportunities. Motorized uses, such as snowmobiling, four-wheel driving, and motorcycling are allowed. Motorized travel will be restricted to designated routes to protect physical and biological resources, and to provide a range of recreation opportunities.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Emphasize semi-primitive motorized recreation opportunities. 2) Provide opportunities for primitive road and trail use. 3) Specific land areas or travel routes may be closed seasonally or year-round for compatibility with adjacent area management, to prevent resource damage, for economic reasons, to prevent conflicts of use, and for user safety. 4) Experience level and motorized vehicle use will be managed to be compatible with big game population objectives.	Maintain big game habitat capability at 80% or more of potential
5) Manage use to allow low to moderate contact with other groups and individuals.	Maximum use and capacity levels are: -Trail and camp encounters during peak use days are less than 25 other parties per day.
6) Facilities provided may include development level 1 and 2 campgrounds, trails suitable for motorized trail bike use, local roads with primitive surface and parking lots at trailheads. 7) Provide signing compatible with intended use.	
8) Maintain existing motorized routes or construct new routes needed as part of the transportation system. Provide loop routes of ½ to one day's travel time with at least ½ the total route located within the semi-primitive motorized ROS class and utilizing primitive local roads and/or trails suitable for motorized trail bike travel.	Do not exceed an average motorized trail corridor density of 4 miles per square mile on fourth-order watersheds. Do not exceed an average motorized trail corridor density of 2 miles per square mile in non-forested areas of fourth-order watersheds.

Prescription 2A-1 is found on the North Fork Ranger District and is located in the Carmen Creek-Salmon River 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains one designated trail which was included in the 2009 ROD and carried forward to the 2014 FSEIS Alternative. No unauthorized routes were designated as part of the system of trails within this Prescription.

The watersheds and associated designated system of trails within Prescription 2A-1 for the North Fork Ranger District are displayed in the following table.

Table B 126. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 2A-1 (North Fork Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6033 Freeman Creek	Trail - ATV and two wheeled open	North Fork	Carmen Creek-Salmon River	2.05

In designing a system of designated trails for the North Fork Ranger District portion of Prescription 2A-1, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic unit within the management prescription. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). Route density in the Carmen Creek-Salmon River watershed is low. As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 127. Motor vehicle route density in miles per square mile, management prescription 2A-1 (North Fork Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Carmen Creek-Salmon River	0.6	0.3	0.3	0.6	0.3

The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that reduce route densities when compared to the No Action Alternative in the Carmen Creek-Salmon River 5th field hydrologic unit within the management area. Route density is maintained when compared to Alternatives 1 and 3 in the Carmen Creek-Salmon River 5th level watershed. The No Action Alternative and Alternative 4 propose the highest route densities. The Preferred Alternative (Alternative 5) reduces route density at the same level as the Alternatives 1 and 3.

There are no miles of designated routes within 300 feet of 303(d) listed streams within the Carmen Creek-Salmon River 5th level watershed (hydrologic unit), including the No Action Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046426). Because there are no motor vehicle routes

within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 2A-1 on the North Fork Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 128. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 2A-1 (North Fork Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Carmen Creek-Salmon River	73,303	27,199	34,949 [37]	51,027 [70]	52,377 [71]	45,224 [62]	48,010 [65]

In the Carmen Creek-Salmon River 5th level watershed, Alternative 5 and the 2014 FSEIS Alternative increase habitat security and protection during critical life stages when compared to Existing Conditions and Alternatives 0 and 4. In both watersheds, Alternatives 1 and 3 offer higher percentages of habitat protection and security than Alternative 5.

On the 1988 Travel Map, the area of Management Prescription 2A-1 within the Carmen Creek-Salmon River 5th field hydrologic unit was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose Alternative 5 which retains motor vehicle use on existing Trail 6033. The length of the trail was reduced by 1.12-miles, increasing habitat security off the upper reaches of the trail. This was carried forward to the 2014 FSEIS Alternative.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative, and the 2014 FSEIS Alternative for the delineation of Management Prescription 2A-1 on the North Fork Ranger District.

Table B 129. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative,management prescription 2A-1 (North Fork Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Carmen Creek-Salmon River 5th Level Hydrologic Unit			
6033	OHV1	ATV1	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record.

One comment was received about the Freeman Creek Trail. The commented stated "Freeman Creek Road to the Montana border: On seasonal roads let snow close them not time of year. I am a photo, fishing, hiking and SUV (sport utility vehicle) tour outfitter in this area." The route is actually a motor vehicle trail and not a road. No comments were received requesting the trail not be designated for motor vehicle use. No conflicts about motor vehicle use and existing or proposed recreational uses were identified.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 2A-1, North Fork Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1).

Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The table below shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 20009 FEIS.

Table B 130. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative for motor vehicle trails within the management area or prescription area, management prescription 2A-1 (North Fork Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
6033	Alts. 0 and 4: OHV1 Alt. 5: ATV1	ATV1	same

Within Prescription 2A-1, North Fork Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Areas found under this Prescription are not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was chosen for implementation because it maintains traditional access on the Trail 6033 Freeman Creek Trail. No previously unauthorized trails were designated within this management prescription. The trail designated in the 2009 ROD Alternative was carried forward to the 2014 FSEIS Alternative.

Management Prescription 2A-1 (Salmon-Cobalt Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is for dispersed recreation opportunities. Motorized uses, such as snowmobiling, four-wheel driving, and motorcycling are allowed. Motorized travel will be restricted to designated routes to protect physical and biological resources, and to provide a range of recreation opportunities.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Emphasize semi-primitive motorized recreation opportunities. 2) Provide opportunities for primitive road and trail use. 3) Specific land areas or travel routes may be closed seasonally or year-round for compatibility with adjacent area management, to prevent resource damage, for economic reasons, to prevent conflicts of use, and for user safety. 4) Experience level and motorized vehicle use will be managed to be compatible with big game population objectives.	Maintain big game habitat capability at 80% or more of potential
5) Manage use to allow low to moderate contact with other groups and individuals.	Maximum use and capacity levels are: -Trail and camp encounters during peak use days are less than 25 other parties per day.
6) Facilities provided may include development level 1 and 2 campgrounds, trails suitable for motorized trail bike use, local roads with primitive surface and parking lots at trailheads. 7) Provide signing compatible with intended use.	
8) Maintain existing motorized routes or construct new routes needed as part of the transportation system. Provide loop routes of ½ to one day's travel time with at least ½ the total route located within the semi-primitive motorized ROS class and utilizing primitive local roads and/or trails suitable for motorized trail bike travel.	Do not exceed an average motorized trail corridor density of 4 miles per square mile on fourth-order watersheds. Do not exceed an average motorized trail corridor density of 2 miles per square mile in non-forested areas of fourth-order watersheds.

Prescription 2A-1 on the Salmon-Cobalt Ranger District and is located in the Upper Camas Creek 5th level hydrologic unit code (HUC) or watershed. This Prescription contains a system of one designated trail which was included in the 2009 ROD and carried forward in the 2014 FSEIS Alternative. No unauthorized routes were designated as part of the system of trails within this management area.

The watersheds and associated designated system of trails within Prescription 2A-1 for the Salmon-Cobalt Ranger District are displayed in the following table.

Table B 131. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 2A-1 (Salmon-Cobalt Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4138 Darling-Castle Creek	Trail - ATV closed and two wheeled open	Salmon-Cobalt	Upper Camas Creek	2.03

In designing a system of designated trails for the Salmon-Cobalt Ranger District portion of Prescription 2A-1, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Salmon-Cobalt Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi^2), moderate (0.7-1.7 mi/mi^2) and high (1.7-4.7 mi/mi^2) (AR 031898). In the Upper Camas Creek 5th level watershed route density is characterized as low or moderate depending on the alternative. As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 132. Motor vehicle route density in miles per square mile, management prescription 2A-1 (Salmon-Cobalt Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Upper Camas Creek	0.7	0.5	0.4	0.5	0.5

The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that reduce route densities when compared to the No Action Alternative and Alternatives 1 and 4 in the Upper Camas Creek 5th field hydrologic unit within the management area. Route densities are slightly higher for Alternative 5 when compared to Alternative 3. Although Alternative 3 proposed to reduce route density the most of all action alternatives, the responsible official chose Alternative 5 to provide a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. The Route densities are low in the Upper Camas Creek 5th field hydrologic unit.

There are no miles of designated routes within 300 feet of 303(d) listed streams within the Carmen Creek-Salmon River 5th level watershed (hydrologic unit), including the No Action

Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046428-AR046429). Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Prescription 2A-1 on the Salmon-Cobalt Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 133. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 2A-1 (Salmon-Cobalt Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Upper Camas Creek	85,282	15,593 [19]	16,806 [20]	20,169 [24]	22,479 [26]	19,038 [22]	19,038 [22]

The Preferred Alternative (Alt. 5) and the 2014 FSEIS Alternative maintain or increase habitat security in the Upper Camas Creek 5th level hydrologic unit, or watershed, when compared to the existing condition and Alternatives 0 and 4. Alternative 3 proposed the highest percentage of habitat security of all the alternatives displayed. Habitat security appears relatively low in this 5th field hydrologic unit because this hydrologic unit is partially within the Frank Church-River of No Return Wilderness Area. The number of acres of security habitat reflect the acres of security habitat within motorized corridors.

On the 1988 Travel Map, the area of Management Prescription 2A-1 within the Upper Camas Creek 5th field hydrologic unit was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose Alternative 5 to maintain the existing system motor vehicle trail. No previously unauthorized routes were designated as motor vehicle trails in this management prescription.

The following table compares trail designations for the No Action Alternative the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 2A-1 on the Salmon-Cobalt Ranger District.

Table B 134. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative, management prescription 2A-1 (Salmon-Cobalt Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Carmen Creek-Salmon River 5th Level Hydrologic Unit			
4138 –Darling/Castle Creek	OHV1	2WL1	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record.

The following table displays the comments for trail 4138:

Table B 135. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 2A-1 (Salmon-Cobalt Ranger District)

Trail Number and Name	Letter #	Comment
4138	945	"A number of trails are proposed for designation as motorized on the Middle Fork, Challis-Yankee Fork and Salmon-Cobalt Ranger Districts that lead to and/or enter the Frank Church –River of No Return Wilderness. Executive Order 11644, Sec. 3(a)(3) states that "[areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands." (emphasis added) We strongly suggest that the Forest Service not designate such trails for motorized use. This increases the likelihood of illegal motorized use within designated Wilderness. It is much easier to enforce the use at the trailhead than somewhere along the trail. We also note that many of these trails do not or cannot provide loop opportunities as desired by motorized users."
4138	585	"As for the rest of the OHV (off highway vehicle) plan I have attached the road and trails that need to be associated with any decisions. Most of the reasons for these roads are recreation opportunities, including hunting, fishing, camping, big game retrieval."

Letter #945 received during the comment period asked that trails leading to or entering the Frank Church –River of No Return Wilderness be closed to motor vehicle use, while letter #585 asked that the routes be left open primarily for hunting access.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this Prescription Area. Trail 4138 provides motorized access to loop trails but prevents wilderness

incursions due to portions of the trail directly leading to wilderness being closed at key trail junctions.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 2A-1, Salmon-Cobalt Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were

Table B 136. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 2A-1 (North Fork Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
4138	Alt. 0: OHV1 Alts. 1, 4 and 5: 2WL1	2WL1	same

Trail 4138, Darling-Castle Creek Trail, which had been used by OHVs in the No Action Alternative, is designated for two-wheeled seasonal use in the 2009 ROD Alternative and the 2014 FSEIS Alternative, consistent with the designation on the Challis-Yankee Fork District.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Areas found under this Prescription are not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the responsible official chose to maintain the existing motor vehicle trail within this management prescription because portions of the trail directly leading to wilderness being closed at key trail junctions. The trail had been used by OHVs but is designated solely for motorcycle use in the 2014 FSEIS Alterative.

Management Prescription #2A (Leadore Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is for dispersed recreation opportunities. Motorized uses such as snowmobiling, four-wheel driving, and motorcycling are allowed. Motorized travel may be seasonally prohibited and/or restricted in areas or to designated routes to protect physical and biological resources.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards And Guidelines
1) Emphasize semi-primitive motorized recreation opportunities. 2) Provide opportunities for primitive road and trail use. 3) Specific land areas or travel routes may be closed seasonally or year-round for compatibility with adjacent area management, to prevent resource damage, for economic reasons, to prevent conflicts of use, and for user safety. 4) Experience level and motorized vehicle use will be managed to be compatible with big game population objectives.	Maintain big game habitat capability at 80% or more of potential
5) Manage use to allow low to moderate contact with other groups and individuals.	Maximum use and capacity levels are: Trail and camp encounters during peak use days are less than 25 other parties per day.
6) Facilities provided may include development level 1 and 2 campgrounds, trails suitable for motorized trail bike use, local roads with primitive surface and parking lots at trailheads. 7) Provide signing compatible with intended use.	
8) Maintain existing motorized routes or construct new routes needed as part of the transportation system. Provide loop routes of ½ to one day's travel time with at least ½ the total route located within the semi-primitive motorized ROS class and utilizing primitive local roads and/or trails suitable for motorized trail bike travel.	Do not exceed an average motorized trail corridor density of 4 miles per square mile on fourth-order watersheds. Do not exceed an average motorized trail corridor density of 2 miles per square mile in non-forested areas of fourth-order watersheds.

Prescription 2A is found on three ranger districts: Leadore, North Fork, and Salmon-Cobalt. On the Leadore Ranger District, trails in Prescription 2A are located in the Timber Creek, and Upper Lemhi River 5th level hydrologic unit codes (HUC's) or watersheds (see map). Areas with this management prescription contain a system of 13 designated trails which were included in the 2009 ROD Alternative and carried forward in the 2014 FSEIS Alternative. Nine unauthorized routes have been designated as part of the system of trails within this management area. The watersheds and associated designated system of trails within Prescription 2A for the Leadore Ranger District are displayed in the following table.

Table B 137. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #2A (Leadore Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4076 Snowbank	Trail - ATV closed and two wheeled open	Leadore	Timber Creek	0.77
6127 Cabin Creek	Trail - ATV closed and two wheeled open	Leadore	Timber Creek	3.33
6183.1 Big Timber Creek	Trail - ATV closed and two wheeled open	Leadore	Timber Creek	7.27
6184 Rocky Creek	Trail - ATV closed and two wheeled open	Leadore	Timber Creek	4.39
U162501A Un-named	Trail - OHV seasonal	Leadore	Upper Lemhi River	5.08
U162602A Un-named	Trail - OHV seasonal	Leadore	Upper Lemhi River	1.54
U162615A Un-named	Trail - OHV	Leadore	Upper Lemhi River	0.75
U162615B Un-named	Trail - OHV	Leadore	Upper Lemhi River	0.21
U162622A Un-named	Trail - OHV	Leadore	Upper Lemhi River	0.58
U162719B Un-named	Trail - OHV	Leadore	Upper Lemhi River	0.31
U172622F Un-named	Trail - OHV seasonal	Leadore	Upper Lemhi River	1.82
U172635A Un-named	Trail - OHV seasonal	Leadore	Upper Lemhi River	2.71
U172729A Un-named	Trail - ATV and two wheeled seasonal	Leadore	Upper Lemhi River	1.97

In designing a system of designated trails for Leadore Ranger District portion of Prescription 2A, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Leadore Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi^2), moderate (0.7-1.7 mi/mi^2) and high (1.7-4.7 mi/mi^2) (AR 031898). As route density decreases and as the distance increase from streams where routes are

located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 138. Motor vehicle route density in miles per square mile, management prescription #2A (Leadore Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Timber Creek	0.9	0.5	0.5	0.7	0.6
Upper Lemhi River	1.7	0.5	0.4	1.1	0.7

The 9009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that reduce route densities when compared to the No Action Alternative and Alternative 4 in both 5th field hydrologic units within the management area. Although Alternatives 1 and 3 proposed to reduce route density the most of all action alternatives, these alternatives did not provide some of the recreation opportunities and access public commenters requested. For example, within the Upper Lemhi River 5th field hydrologic unit with a Management 2A Prescription, the Preferred Alternative (Alternative 5) designates nine previously unauthorized trails (U162501A, U162602A, U162615A, U162615B, U162622A, U162719B, U172622F, U172635A, and U172729A) that provide motor vehicle trail access through the area. Alternative 3 did not designate these trails and did not offer motor vehicle trail access in this area. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative strike a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are low in the Timber Creek 5th field hydrologic unit and moderate in the Upper Lemhi River 5th field hydrologic unit under the 2014 FSEIS Alternative. Both 5th field hydrologic units have high route density under the under the No Action Alternative because the area where this Management Prescription is situated north of the town of Leadore was open to cross-country motor vehicle travel and there are many user-created unauthorized routes on the landscape.

There are no designated routes within 300 feet of 303(d) listed streams within the Timber Creek 5th level watershed (hydrologic unit), including the No Action Alternative (Table 3-10, 2009 FEIS p. 3.37, AR046419). Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

In the Upper Lemhi River 5th field hydrologic units there are designated roads within 300 feet of streams. Alternative 5 minimizes the miles of designated route that are within 300 feet of 303(d) listed streams when compared to the No Action Alternative and Alternatives 1 and 4. When compared to Alternative 3, Alternative 5 has more miles of designated routes within 300 feet of 303(d) listed streams.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the ROD Alternative. The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However,

protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the two delineations of Prescription 2A on the Leadore Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 139. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #2A (Leadore Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Timber Creek	43,694	19,011 [44]	19,428 [44]	26,041 [60]	37,531 [86]	21,162 [48]	25,597 [59]
Upper Lemhi River	97,747	12,064 [12]	21,340 [22]	62,880 [64]	71,408 [73]	42,011 [43]	57,811 [59]

In the Timber Creek and Upper Lemhi River 5th level watersheds, Alternative 5 and the 2014 FSEIS Alternative increase habitat security and protection during critical life stages when compared to Existing Conditions and Alternatives 0 and 4. In both watersheds, Alternatives 1 and 3 offer higher percentages of habitat protection and security than Alternative 5.

On the 1988 Travel Map, the area of Management Prescription 2A within the Timber Creek 5th field hydrologic unit was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose Alternative 5 to maintain the existing system of designated motor vehicle trails. No previously unauthorized routes were designated as motor vehicle trails in the 5th field hydrologic unit.

On the 1988 Travel Map, the area of Management Prescription 2A within the Upper Lemhi River 5th field hydrologic unit was in an area open cross-country motor vehicle travel with the exception of a portion of trail U162501A. This trail was in an area with a use restriction for big game winter range and migration. The responsible official chose to include nine previously unauthorized routes to provide connectivity with BLM routes (U162622A, U162615A and U162615B), to provide hunting access previously available because the area was open to cross-country travel (U172635, U162622F, U162602A, and U162501A), to provide access to Smokey's Cubs Camp site on BLM Land and provide a loop opportunity (U172729A).

Five previously unauthorized routes located in the interior of the management area are designated for seasonal use (seasonal open period C July 15 to November 15) to provide a seasonal motorized recreation experience that protects calving and fawning habitat, while providing a general hunting motorized opportunity. With ATV participants more than twice as likely to hunt as non-ATV participants, providing ATV hunt opportunities on the SCNF is important. This

seasonal code also prevents motor vehicles operating during the winter period and would protect wintering wildlife species.

The following table compares trail designations for the No Action Alternative and the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 2A on the Leadore Ranger District.

Table B 140. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative management prescription #2A (Leadore Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Timber Creek 5th Level HUC			
4076 Snowbank	2WL5	2WL1	same
6127 Cabin Creek	2WL1	2WL1	same
6183.1 Big Timber Creek	2WL1	2WL1	same
6184 Rocky Creek	2WL1	2WL1	same
Upper Lemhi River 5th Level HUC			
U162501A Un-named	OHV1	OHVC	same
U162602A Un-named	OHV1	OHVC	same
U162615A Un-named	OHV1	OHV1	same
U162615B Un-named	OHV1	OHV1	same
U162622A Un-named	OHV1	OHV1	same
U162719B Un-named	OHV1	OHV1	same
U172622F Un-named	OHV1	OHVC	same
U172635A Un-named	OHV1	OHVC	same
U172729A Un-named	OHV1	ATVC	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest did not receive comments for motorized vehicle trails U162501A, U162615A, U162615B U162622A, and U162719B. For the Leadore Ranger District, Prescription 2A comments were received from private citizens and an off-road vehicle group. Comments are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the

government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document. The following table displays a sampling of comments for those trails which did receive input.

Table B 141. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #2A (Leadore Ranger District)

Trail Number and Name	Letter #	Comment
4076 Snowbank	1062	". . . leave open to motorized as per Alt. 4. 60212, 6212 - Nez Perce Creek. 6183.1, 64015, 64015B, 60105, 64015A, 60105, 60172, 60207, 60172A, 6187, 6127, 6186, 4076, 6184, U152534A - Timber Creek.
6127 Cabin Creek	822	"I would not object to seasonal closure of . . . #6127 . . . if necessary to protect big game during critical times of the year. In my opinion, that has worked quite well for #40523 and some other trails in this area. In fact, we are in favor of seasonal closures of any road or trail if necessary to protect big game."
6183.1 Big Timber Creek	See Trail 4076 Comment	See Trail 4076 Comment
6184 Rocky Creek	914	"new seasonal closure have been proposed for the Timber Creek area, including Big Timber Creek # 6183, Rocky Creek # 6184, Cabin Creek # 6127, and Middle Fork Little Timber # 6187. You have proposed a seasonal closure would begin on August 25 and extend through the Friday before Memorial Day of the following year. This Fall closure date should be moved forward to November 1. . . Please do not close these trails until at least November 1. If you must close the trails on August 25, close them to all users except foot traffic."

Letter #601 received during the comment period asked that the previously unauthorized routes proposed for designation in the Upper Lemhi 5th field hydrologic unit be closed to motor vehicle use, while letter #1003 (with 523 signatures) asked that the routes be left open primarily for hunting access.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this Prescription Area. All though many, many unauthorized routes existing on the ground within this area, the responsible official designated nine of those routes to balance public desires for motorized and non-motorized recreation opportunities. As displayed in the table above, many trails that had been used by two-wheel motor vehicle use remained designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails. Seasonal restrictions were maintained to provide wildlife security (FEIS Appendix H p. H-2).

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 2A by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and

season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 142. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative for motor vehicle trails within the management area or prescription area, management prescription #2A (Leadore Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
4076 Snowbank	Alt. 0: 2WL5 Alt. 1: 2WL5 Alt.4: 2WL1	2WL1	same
6127 Cabin Creek	Alt. 0: 2WL1 Alt. 1, 4: 2WL1 Alt. 3: 2WL2	2WL1	same
6183.1 Big Timber Creek	Alt. 0: 2WL1 Alt. 1, 4: 2WL1 Alt. 3: 2WL2	2WL1	same
6184 Rocky Creek	Alt. 0: 2WL1 Alt. 1, 4:: 2WL1 Alt. 3: 2WL2	2WL1	same
U162501A Un-named	Alt. 0: OHV1 Alt. 4: OHV6	OHVC	same
U162602A Un-named	Alt. 0: OHV1 Alt. 4: OHV6	OHVC	same
U162615A Un-named	Alt. 0: OHV1 Alt. 4: OHV1	OHV1	same
U162615B Un-named	Alt. 0: OHV1 Alt. 4: OHV1	OHV1	same
U162622A Un-named	Alt. 0: OHV1 Alt. 4: OHV1	OHV1	same
U162719B	Alt. 3, 4: OHV1	OHV1	same
U172622F Un-named	Alt. 0: OHV1 Alt. 4: OHV6	OHVC	same
U172635A Un-named	Alt. 0: OHV1 Alt. 4: OHV6	OHVC	same
U172729A Un-named	Alt. 0: OHV1 Alt. 4: OHV6	ATVC	same

Within Prescription 2A, Leadore Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified. Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and the Salmon field office of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the 2014 FSEIS Alternative best meets the purpose and need because it is most responsive to opposing public views for motorized and non-motorized trail uses. The responsible official chose to maintain the existing system of designated motor vehicle trails within this management area to maintain access and recreation opportunities near the town of Leadore, Idaho. The Upper Lemhi County Chamber of Commerce were concerned that motor vehicle restrictions would have a negative impact on an already economically distressed area (AR042088).

Within Upper Lemhi 5th field hydrologic unit the area of Management Prescription 2A, nine previously unauthorized routes were added to the designated system of motor vehicle trails under the 2009 Preferred Alternative. The responsible official chose to designate these routes because they are located in an area that had been previously open to cross-country travel, where no other designated routes provided recreation opportunities, primarily hunting. Seasonal open periods that protect calving and fawning habitat, while providing a general hunting motorized opportunity were applied to these routes.

The responsible official minimized conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses by the designing a system that meets management area direction to emphasize dispersed recreation opportunities and allowing such uses as four-wheel driving and motorcycling. There would be no changes of trail designations between the 2009 ROD Alternative and the 2014 FSEIS Alternative within Management Area 2A.

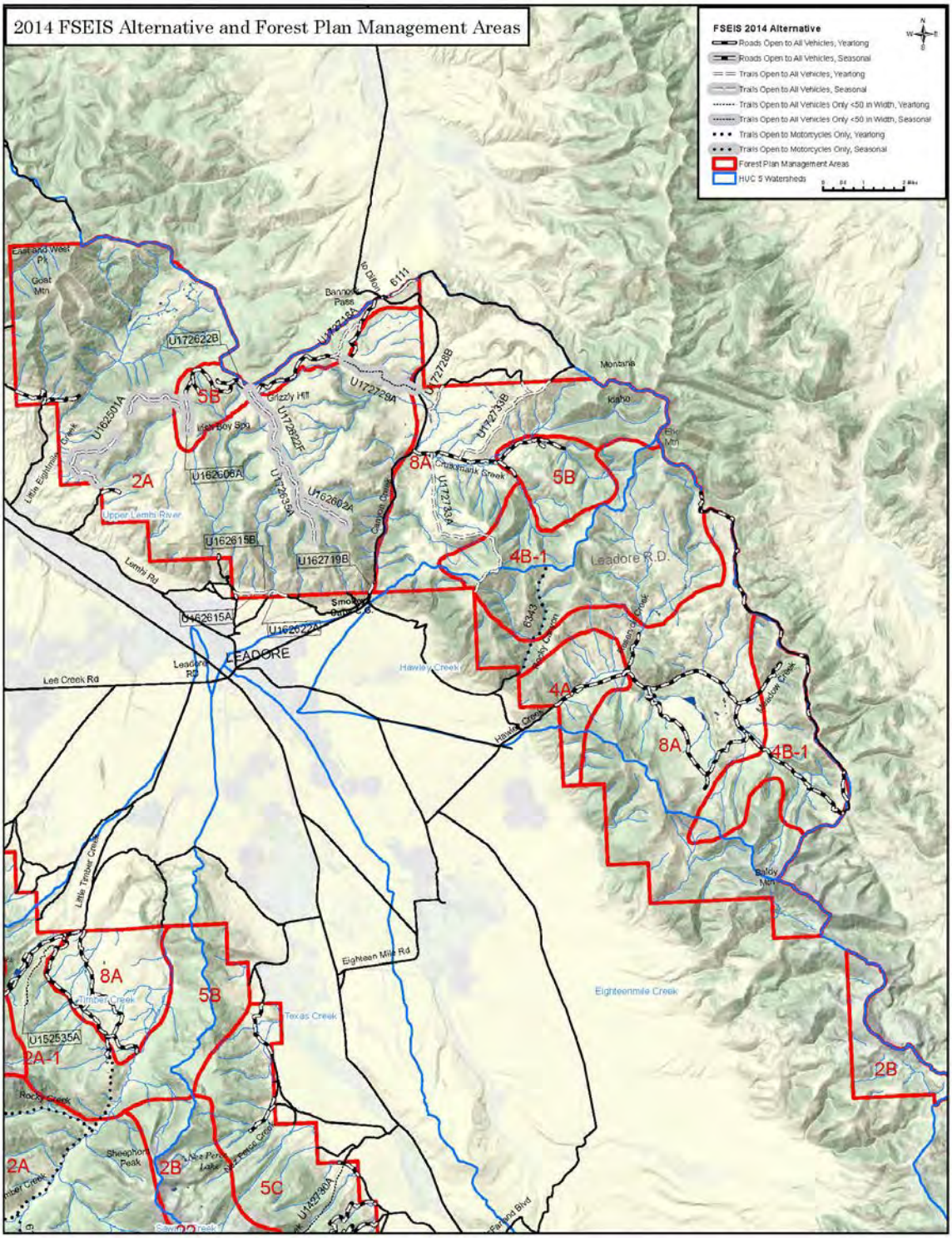

Figure B 28. Leadore southeast map

Management Prescription #2A (North Fork Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is for dispersed recreation opportunities. Motorized uses such as snowmobiling, four-wheel driving, and motorcycling are allowed. Motorized travel may be seasonally prohibited and/or restricted in areas or to designated routes to protect physical and biological resources.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Emphasize semi-primitive motorized recreation opportunities. 2) Provide opportunities for primitive road and trail use. 3) Specific land areas or travel routes may be closed seasonally or year-round for compatibility with adjacent area management, to prevent resource damage, for economic reasons, to prevent conflicts of use, and for user safety. 4) Experience level and motorized vehicle use will be managed to be compatible with big game population objectives.	Maintain big game habitat capability at 80% or more of potential
5) Manage use to allow low to moderate contact with other groups and individuals.	Maximum use and capacity levels are: Trail and camp encounters during peak use days are less than 25 other parties per day.
6) Facilities provided may include development level 1 and 2 campgrounds, trails suitable for motorized trail bike use, local roads with primitive surface and parking lots at trailheads. 7) Provide signing compatible with intended use.	
8) Maintain existing motorized routes or construct new routes needed as part of the transportation system. Provide loop routes of ½ to one day's travel time with at least ½ the total route located within the semi-primitive motorized ROS class and utilizing primitive local roads and/or trails suitable for motorized trail bike travel.	Do not exceed an average motorized trail corridor density of 4 miles per square mile on fourth-order watersheds. Do not exceed an average motorized trail corridor density of 2 miles per square mile in non-forested areas of fourth-order watersheds.

Prescription 2A is found on three ranger districts: Leadore, North Fork, and Salmon-Cobalt. On the North Fork Ranger District, trails in Prescription 2A are located in the Carmen Creek-Salmon River, Indian Creek-Salmon River, and North Fork-Salmon River 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of 22 designated trails which were included in the ROD and carried forward in the 2014 FSEIS Alternative. One unauthorized route has been designated as part of the system of trails within this management area.

The watersheds and associated designated system of trails within Prescription 2A for the North Fork Ranger District are displayed in the following table.

Table B 143. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #2A (North Fork Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6132 Stein Mountain	Trail - ATV closed and two wheeled seasonal	North Fork	Carmen Creek–Salmon River	0.02
6106 Divide NRT	Trail - ATV closed and two wheeled open	North Fork	Indian Creek–Salmon River	0.07
60036 Indian Creek	Trail - OHV	North Fork	Indian Creek–Salmon River	0.12
6069 Marlin Spring	Trail - ATV closed and two wheeled open	North Fork	Indian Creek–Salmon River	2.46
6106 Divide NRT	Trail - ATV closed and two wheeled open	North Fork	Indian Creek–Salmon River	21.52
6110 Butcher Knife Ridge	Trail - ATV closed and two wheeled open	North Fork	Indian Creek–Salmon River	1.96
6141 Henderson Ridge	Trail - ATV closed and two wheeled open	North Fork	Indian Creek–Salmon River	3.41
6111 Continental Divide NST	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	0.11
6107 Ax Park Cutoff	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	1.84
6109 Twin Creek Ridge	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	1.22
6110 Butcher Knife Ridge	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	1.15
6112 Ditch Creek	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	2.89
6113 Hughes Creek	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	0.89
6121 Pierce Creek	Trail - ATV closed and two wheeled open (This trail is not proposed for designation in the 2014 FSEIS Alternative)	North Fork	North Fork Salmon River	1.76
6123 Keystone Gulch	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	1.52
6124 Three Mile Ridge	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	4.49
6126 Sheep Creek	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	8.90
6131 Powder Gulch	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	0.18
6132 Stein Mountain	Trail - ATV closed and two wheeled seasonal	North Fork	North Fork Salmon River	0.04
U252235E	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	0.81
6129 South Fork Sheep Creek	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	4.14

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6111 Continental Divide NST	Trail - ATV closed and two wheeled open	North Fork	North Fork Salmon River	5.75

In designing a system of designated trails for the North Fork Ranger District portion of Prescription 2A, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the North Fork Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 144. Motor vehicle route density in miles per square mile, management prescription #2A (North Fork Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Carmen Creek – Salmon River	0.6	0.3	0.3	0.6	0.3
Indian Creek – Salmon River	1.5	0.9	0.8	1.0	1.0
North Fork Salmon River	2.0	1.1	0.8	1.5	1.1

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that reduce route densities when compared to the No Action Alternative in all three 5th field hydrologic units within the management area. Route densities are maintained or slightly higher for Alternative 5 when compared to Alternatives 1 and 3. Although Alternative 3 proposed to reduce route density the most of all action alternatives, this alternative did not provide some of the recreation opportunities and access public commenters requested. For example, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative designate six trails (6123, 6126, 6131, 6132, 6111, U252235E) that provide motor vehicle trail access through the North Fork-Salmon River and Carmen Creek-Salmon River 5th field hydrologic units. Alternative 3 did not designate these trails and offered limited motor vehicle trail access in these areas. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The Preferred Alternative (Alternative 5) strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are low in both the Carmen Creek-Salmon River and North Fork-Salmon River 5th field hydrologic units.

In the 2009 Preferred Alternative and the 2014 FSEIS Alternative, trail 6121 in Management Prescription 2A in North Fork-Salmon River 5th field hydrologic unit was analyzed in all action alternatives and designated as 2WL. Trail 6121 is not proposed for designation in the FSEIS 2014 Alternative because it does not meet Forest Service motorized use design criteria in FSH 2309.18 and lacks public access across private land. The 1.76 miles of this trail would not affect route density indicators.

There are no designated routes within 300 feet of 303(d) listed streams within the Carmen Creek-Salmon River, Indian Creek-Salmon River, and North Fork-Salmon River 5th level watersheds (hydrologic units), including the No Action Alternative (Table 3-13, 2009 FEIS p. 3.44, AR046426). The lack of miles within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 2A on the North Fork Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 145. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #2A (North Fork Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Carmen Creek-SR	73,303	27,199 [37]	34,949 [48]	51,027 [70]	52,377 [71]	45,224 [62]	48,010 [65]
Indian Creek-SR	108,550	19 [0]	11,512 [11]	42,407 [39]	49,970 [46]	37,145 [34]	46,086 [42]
North Fork SR	135,277	13,684 [10]	22,900 [17]	54,882 [41]	72,652 [54]	43,925 [32]	56,533 [42]

In all of the 5th field hydrological units, the 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security when compared to the existing condition and the No Action Alternative (Alternative 0). Alternative 5, when compared to Alternative 3, has a lower percentage of secure habitat and protection during critical life stages. In the Carmen Creek-Salmon River watershed, Alternatives 1 and 3 offer higher percentages of habitat protection and security than Alternative 5, but did not provide many of the recreation opportunities desired by local residents and Idaho Department of Parks and Recreation.

On the 1988 Travel Map, the areas of Management Prescription 2A within the Carmen Creek-Salmon River, Indian Creek-Salmon River, and North Fork-Salmon River 5th field hydrologic units were in areas with no use restrictions. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose Alternative 5 because trails that were not considered in Alternative 3 (6111, 6124, 6126, 6131, 6132, and U252235E) provided desirable loop opportunities for 2-wheeled motorized use, particularly access to motorized segments of the Continental Divide National Scenic Trail (Trail 6111).

The following table compares trail designations for each 5th field hydrological units for the No Action Alternative, the ROD Alternative, and the 2014 FSEIS Alternative.

Table B 146. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative management prescription #2A (North Fork Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Carmen Creek–Salmon River 5th Level HUC			
6132 Stein Mountain	OHV1	2WLA	same
Indian Creek–Salmon River 5th Level HUC			
60036 Indian Creek	N/A	OHV1	same
6069 Marlin Spring	OHV1	2WL1	same
6106 Divide NRT	OHV1	2WL1	same
6110 Butcher Knife Ridge	OHV1	2WL1	same
6141 Henderson Ridge	OHV1	2WL1	same

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
North Fork Salmon River 5th Level HUC			
6111 Continental Divide NST	OHV1	N/A	same
6107 Ax Park Cutoff	OHV1	2WL1	same
6109 Twin Creek Ridge	OHV1	N/A	same
6110 Butcher Knife Ridge	OHV1	2WL1	same
6112 Ditch Creek	OHV1	2WL1	same
6113 Hughes Creek	OHV1	2WL1	same
6121 Pierce Creek (This trail is not proposed for designation in the 2014 FSEIS Alternative)	OHV1	2WL1	Not proposed for trail designation in the 2014 FSEIS
6123 Keystone Gulch	OHV1	2WL1	same
6124 Three Mile Ridge	OHV1	2WL1	same
6126 Sheep Creek	OHV1	2WL1	same
6131 Powder Gulch	OHV1	2WL1	same
6132 Stein Mountain	OHV1	2WLA	same
U252235E	OHV1	2WL1	same
6129 South Fork Sheep Creek	N/A	2WL1	same
6111 Continental Divide NST	2WL1	2WL1	same

The system of motor vehicle trails and areas for Prescription 2A, North Fork Ranger District, complies with Forest Plan direction by enhancing wildlife habitat, specifically increasing habitat security during critical life stages, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The following table displays a sampling of comments for those trails which did receive input.

Table B 147. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #2A (North Fork Ranger District)

Trail Number and Name	Letter #	Comment
6132, 6126, 6134, 6129	497	The Sheep Creek Trail #6126, Stein Gulch Trail #6134, Stein Mountain Trail #6132, and the South Fork Trail #6129 should be designated for motorcycle use. This trail system provides one of the only true looping opportunities on the east side of the North Fork Ranger District. Without these trails, more use will be diverted to the west side trails. The modified proposed action should designate these trails open to motorcycle use."
6141	904	"On the west side of the North Fork of the Salmon River there are a number of trails between Lost Trail Pass and Spring Creek where user conflicts also exist between hunters on foot or horseback and hunters on trail bikes . . . recommend that you change the following trails from yearlong use to seasonal closures during the big game hunting season - 6106, 6107, 6108, 6109, 6112, 6113, 6141 and 6142."
6106/6110		"I mentioned to the North Fork Ranger that motorcycle trails on ridges coming of the divide trail 6106 were highly valued and I was pleased to see them preserved in the Travel Plan. We discussed in particular Butcherknife Ridge trail and its designation in Alternative 4 as an ATV route. I suggested that it might be better to designate this trail as a motorcycle route and that I would include that recommendation in my written comments."
60036	910	"Alternative 2 designates the Grizzly Spring Trail #6142 for two-wheeled motorized use. Alternative 2 shows this trail connecting up with the Indian Creek Road #60036. The trail ends at Grizzly Springs. It does not continue down to the road because of the steep terrain. If motorcycle or non-motorized use is going to allow past the springs, the SCNF will have to build a trail down to the Indian Creek Road. Designating this section of trail should not be completed until the trail is constructed."
6131	1042	"6131 eliminate as in Alt 3. This trail is unsuitable for any motorized travel. Unsafe."
6069	1084	"Generally, I would like to see more of the two-wheel trails closed. 6124,6125,6069,6131,6142."
6124	1084	"Generally, I would like to see more of the two-wheel trails closed. 6124,6125,6069,6131,6142."

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription. Comments ranged from requesting motorcycle access to seasonally closing some trails to closing trails completely. In comparing the No Action Alternative and the 2009 ROD Alternative (see criteria 2 above), changes were made to vehicle class use on all of the trails on the North Fork Ranger District in Management Prescription 2A. In the No Action Alternative (Alternative 0), each of the trails was designated as open to motor vehicles greater than 50 inches, and in the ROD Alternative and the 2014 FSEIS Alternative were designated as open to 2-wheeled vehicles only. Trails that had been used by ATV's were designated for two-wheel motor vehicle use to respond to public demand for motorcycle trails and to restore routes to the motor vehicle class for which they were originally constructed.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 2A, North Fork Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 148. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #2A (North Fork Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
Carmen Creek–Salmon River 5th Level HUC			
6132 Stein Mountain	Alt. 0: OHV1 Alt. 4: 2WL3	2WLA	same
Indian Creek – Salmon River 5th Level HUC			
6106 Divide NRT	Alt 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
60036 Indian Creek	Alt. 3, 4: OHV1	OHV1	same
6069 Marlin Spring	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
6110 Butcher Knife Ridge	Alt. 0: OHV1 Alt. 1, 3: 2WL1 Alt. 4: ATV1	2WL1	same
6141 Henderson Ridge	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
North Fork Salmon River 5th Level HUC			
6111 Continental Divide NST	Alt. 0: OHV1	N/A	same
6107 Ax Park Cutoff	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
6109 Twin Creek Ridge	Alt. 0: 2WL1 Alt. 1, 3, 4: 2WL1	2WL1	same
6112 Ditch Creek	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
6112 Hughes Creek	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
6121 Pierce Creek This trail is not proposed for	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	Not proposed for designation in the 2014 FSEIS Alternative

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
designation in the 2014 FSEIS Alternative			
6123 Keystone Gulch	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
6124 Three Mile Ridge	Alt. 0: OHV1 Alt. 1, 4: 2WL1	2WL1	same
6126 Sheep Creek	Alt. 0: OHV1 Alt. 1, 4: 2WL1	2WL1	same
6131 Powder Gulch	Alt. 0: OHV1 Alt. 1, 4: 2WL1	2WL1	same
6132Stein Mountain	Alt. 0: OHV1 Alt. 4: 2WL3	2WLA	same
U252235E	Alt. 0: OHV1 Alt. 4: 2WL1	2WL1	same
6129 South Fork Sheep Creek	N/A	2WL1	same
6129 Continental Divide NST	Alt 0: 2WL1 Alt. 1, 4: 2WL1	2WL1	same

As described in Criteria 1, 2, and 3 above, within Prescription 2A, North Fork Ranger District, there were conflicting desires for motor vehicle use on Forest System lands. Cooperation and coordination occurred between the Salmon-Challis National Forest Service and the Salmon field office of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands. The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The responsible official selected the 2014 FSEIS Alternative because it provides a variety of recreation opportunities and best balances public desires for motorized and non-motorized uses of all action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access on existing system trails and designate one unauthorized trail that creates a loop route with trail 6129. The 2014 FSEIS Alternative does not designate Trail 6121 because of access issues through private

land. The system of trails designated in the 2013 Alternative meets Forest Plan direction, standards and guidelines and Management Area direction for Prescription 2A.

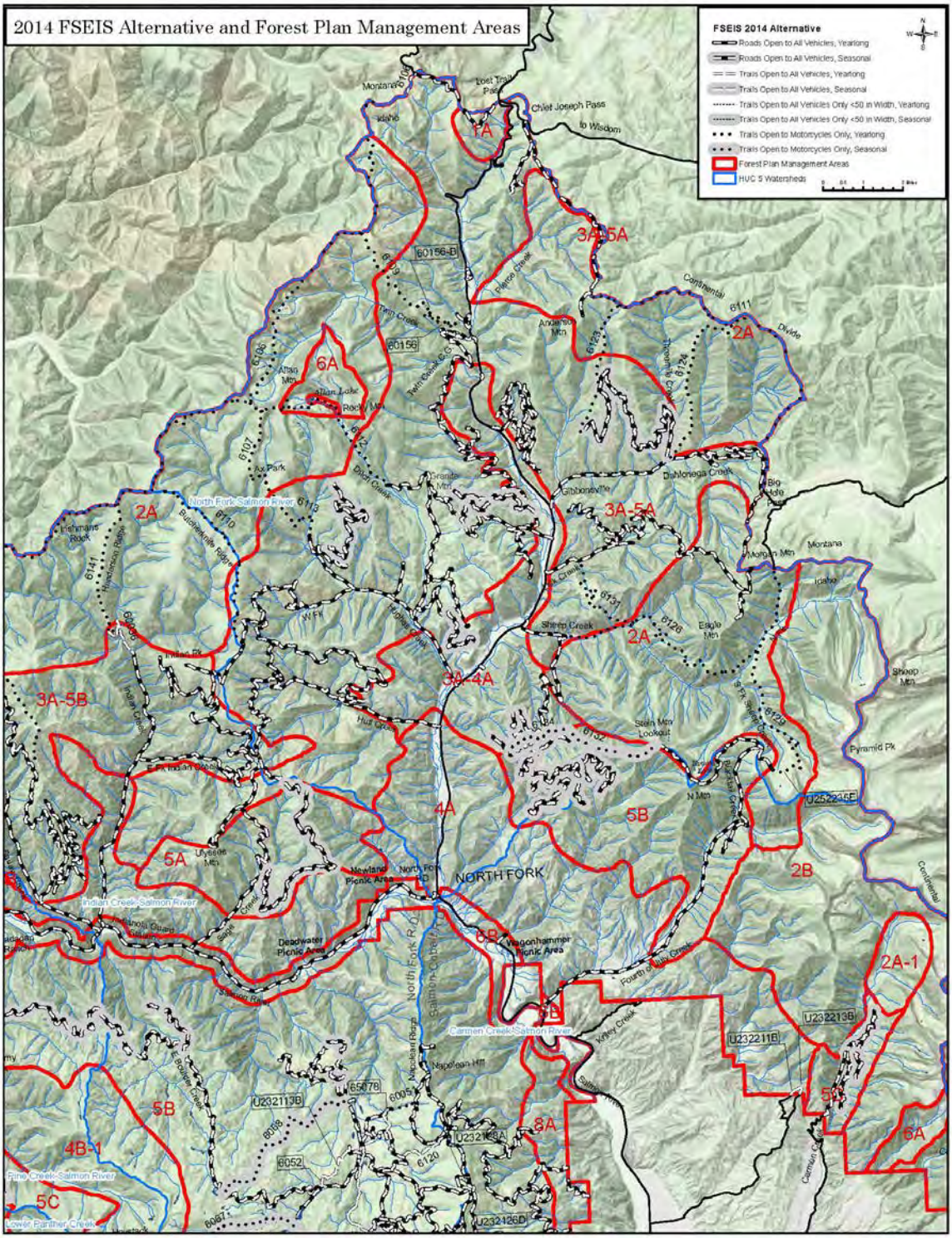

Figure B 29. North Fork east map

Management Prescription #2A (Salmon-Cobalt Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is for dispersed recreation opportunities. Motorized uses, such as snowmobiling, four-wheel driving, and motorcycling are allowed. Motorized travel may be seasonally prohibited and/or restricted in areas or to designated routes to protect physical and biological resources.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Emphasize semi-primitive motorized recreation opportunities. 2) Provide opportunities for primitive road and trail use. 3) Specific land areas or travel routes may be closed seasonally or year-round for compatibility with adjacent area management, to prevent resource damage, for economic reasons, to prevent conflicts of use, and for user safety. 4) Experience level and motorized vehicle use will be managed to be compatible with big game population objectives.	Maintain big game habitat capability at 80% or more of potential
5) Manage use to allow low to moderate contact with other groups and individuals.	Maximum use and capacity levels are: Trail and camp encounters during peak use days are less than 25 other parties per day.
6) Facilities provided may include development level 1 and 2 campgrounds, trails suitable for motorized trail bike use, local roads with primitive surface and parking lots at trailheads. 7) Provide signing compatible with intended use.	
8) Maintain existing motorized routes or construct new routes needed as part of the transportation system. Provide loop routes of ½ to one day's travel time with at least ½ the total route located within the semi-primitive motorized ROS class and utilizing primitive local roads and/or trails suitable for motorized trail bike travel.	Do not exceed an average motorized trail corridor density of 4 miles per square mile on fourth-order watersheds. Do not exceed an average motorized trail corridor density of 2 miles per square mile in non-forested areas of fourth-order watersheds.

Prescription 2A is found on three ranger districts: Leadore, North Fork, and Salmon-Cobalt. On the Salmon-Cobalt Ranger District, trails in Prescription 2A are located in the Hat Creek-Salmon River and Morgan Creek 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of 4 designated trails which were included in the 2009 ROD Alternative and carried forward in the 2014 FSEIS Alternative. No unauthorized routes have been designated as part of the system of trails within this management area on the Salmon-Cobalt Ranger District.

The watersheds and associated designated system of trails within Prescription 2A for the Salmon-Cobalt Ranger District are displayed in the following table.

Table B 149. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #2A (Salmon-Cobalt Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
4251 Corral Creek-Hat Creek	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Hat Creek – Salmon River	0.04
6092 North Fork Hat Creek	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Hat Creek – Salmon River	1.03
6093 Big Hat Creek	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Hat Creek – Salmon River	3.62
4251 This trail is addressed in Challis Management Area 21	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Morgan Creek	0.07

In designing a system of designated trails for the Salmon-Cobalt Ranger District portion of Prescription 2A, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails.

The following table displays the motorized route density for Hat Creek - Salmon River, Morgan Creek 5th field hydrologic units by alternative.

Table B 150. Motor vehicle route density in miles per square mile, management prescription #2A (Salmon-Cobalt Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hat Creek–Salmon River	1.9	1.5	1.0	1.5	1.4

The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative support the same route densities that r reduce route densities when compared to the No Action Alternative and Alternatives 1 and 4 in the Hat Creek-Salmon River 5th field hydrologic unit within the management area. Route densities are slightly higher for Alternative 5 when compared to Alternative 3. Although Alternative 3 proposed to reduce route density the most of all action

alternatives, the responsible official chose Alternative 5 to provide a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Alternatives 1 and 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The Route densities are low in the Hat Creek-Salmon River 5th field hydrologic unit.

There are no designated routes within 300 feet of 303(d) listed streams within the Hat Creek-Salmon River 5th level watershed (hydrologic unit), including the No Action Alternative (Table 3-13, 2009 FEIS p. 3.44, AR046426). The lack of miles within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 2A on the Salmon-Cobalt Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 151. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #2A (Salmon-Cobalt Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hat Creek-SR	49,675	10,159 [20]	12,873 [26]	17,203 [35]	21,883 [44]	16,363 [33]	18,418 [37]

In the Hat Creek-Salmon River 5th field hydrological unit, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security when compared to the existing condition, the No Action Alternative (Alternative 0), and Alternatives 1 and 4. Alternative 5, when compared to Alternative 3, has a lower percentage of secure habitat and protection during critical life stages.

On the 1988 Travel Map, the area of Management Prescription 2A within the Hat Creek-Salmon River 5th field hydrologic unit was open to cross-country motor vehicle travel. The 2009 ROD

Alternative and the 2014 FSEIS Alternative applied a seasonal restriction (open July 1-September 30) to protect big game species and limit erosion, for all three trails (4251, 6092 and 6093) in Management Prescription 2A in the Hat Creek-Salmon River 5th field hydrologic unit (2009 FEIS, Appendix H p. 3). The open period provides a seasonal motorized recreation experience that protects calving and fawning habitat as well as providing a general hunting non-motorized opportunity outside of a wilderness setting. This seasonal restriction would also help protect the trail tread by keeping motorized uses off of routes during wet season periods. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose Alternative 5 to maintain existing motor vehicle trail uses and still protect wildlife habitat. Trail 6090 (Middle Fork Hat Creek Trail) which was designated in the No Action Alternative and Alternative 1 is not designated in the 2009 Preferred Alternative or the 2014 FSEIS Alternative. As described in the comments below, not designating Trail 6090 protects important mountain goat habitat.

The following table compares trail designations for the No Action Alternative, the ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 2A on the Salmon-Cobalt Ranger District.

Table B 152. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative management prescription #2A (Salmon-Cobalt Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Hat Creek-Salmon River 5th Level HUC			
4251 Corral Creek-Hat Creek	2WL5	2WLB	same
6092 North Fork Hat Creek	OHV1	2WLB	same
6093 Big Hat Creek	OHV1	2WLB	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record.

Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The following table displays a sampling of comments for those trails which did receive input.

Table B 153. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #2A (Salmon-Cobalt Ranger District)

Trail Number and Name	Letter #	Comment
4251	585	"As for the rest of the OHV (off highway vehicle) plan I have attached the road and trails that need to be associated with any decisions. Most of the reasons for these roads are recreation opportunities, including hunting, fishing, camping, big game retrieval."
6092/6093	926	"Designate the two-wheel trails going to Hat Creek lakes (6092, 6093, and 6094) as seasonal routes and designate trail 6090 non-motorized. This would protect important mountain goat habitat."
	910	"The Middle Fork Hat Creek Trail #6090 is a dead-end two-wheeled motorized trail that does not connect up with the Hat Creek Lakes. This route could be considered for 'undesignation' as outlined in Alternative 3."
6093	148	Hat Creek Lake roads (6093) should be closed to motorized vehicles for the natural beauty and enjoyment of horse and foot traffic.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this Prescription Area. Trail 6190 Middle Fork Hat Creek Trail which had been previously designated for motor vehicle use is not designated in the 2009 ROD Alternative or the 2014 FSEIS Alternative.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 2A, Salmon-Cobalt Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 20009 FEIS.

Trail 6092 North Hat Creek Trail which had been used by OHVs in the No Action Alternative is designated for two-wheeled seasonal use in the 2009 ROD Alternative and the 2014 FSEIS Alternative, consistent with the designation on the Challis-Yankee Fork District. Trail 6093 Big Hat Creek Trail which had been designated for year-round use under the No Action Alternative is designated for seasonal motorcycle use under the 2009 ROD Alternative and the 2014 FSEIS Alternative. A 2.25 mile segment from the BLM boundary to the junction with Road 65068 (in adjoining Management prescription area 8A is designated for yearlong ATV use to connect with BLM and provide consistent vehicle type designation across t adjoining federal lands.

Table B 154. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #2A (Salmon-Cobalt Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative, Vehicle Class and Season of Use
4251 Corral Creek-Hat Creek	Alt. 0: 2WL5 Alt. 1, 3, 4: 2WL5	2WLB	same
6092 North Fork Hat Creek	Alt. 0: OHV1 Alt. 1, 4: 2WL1 Alt. 3: 2WL5	2WLB	same
6093 Big Hat Creek	Alt. 3, 4: OHV1	2WLB	same

5. Compatibility of motor vehicle use with existing condition in populated areas.

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the 2014 FSEIS Alternative is most responsive to opposing public views for motorized and non-motorized trail uses. The responsible official chose to maintain three existing motor vehicle trails (motorcycle trails) within this management area and applied seasonal operating periods to provide soil, water and wildlife protection while providing a general hunting non-motorized opportunity outside of a wilderness setting. Trail 6090 Middle Fork Hat Creek Trail which had been open under the No Action Alternative, was not designated in the 2009 ROD Alternative and is not proposed for designation in the 2014 FSEIS to protect important mountain goat habitat.

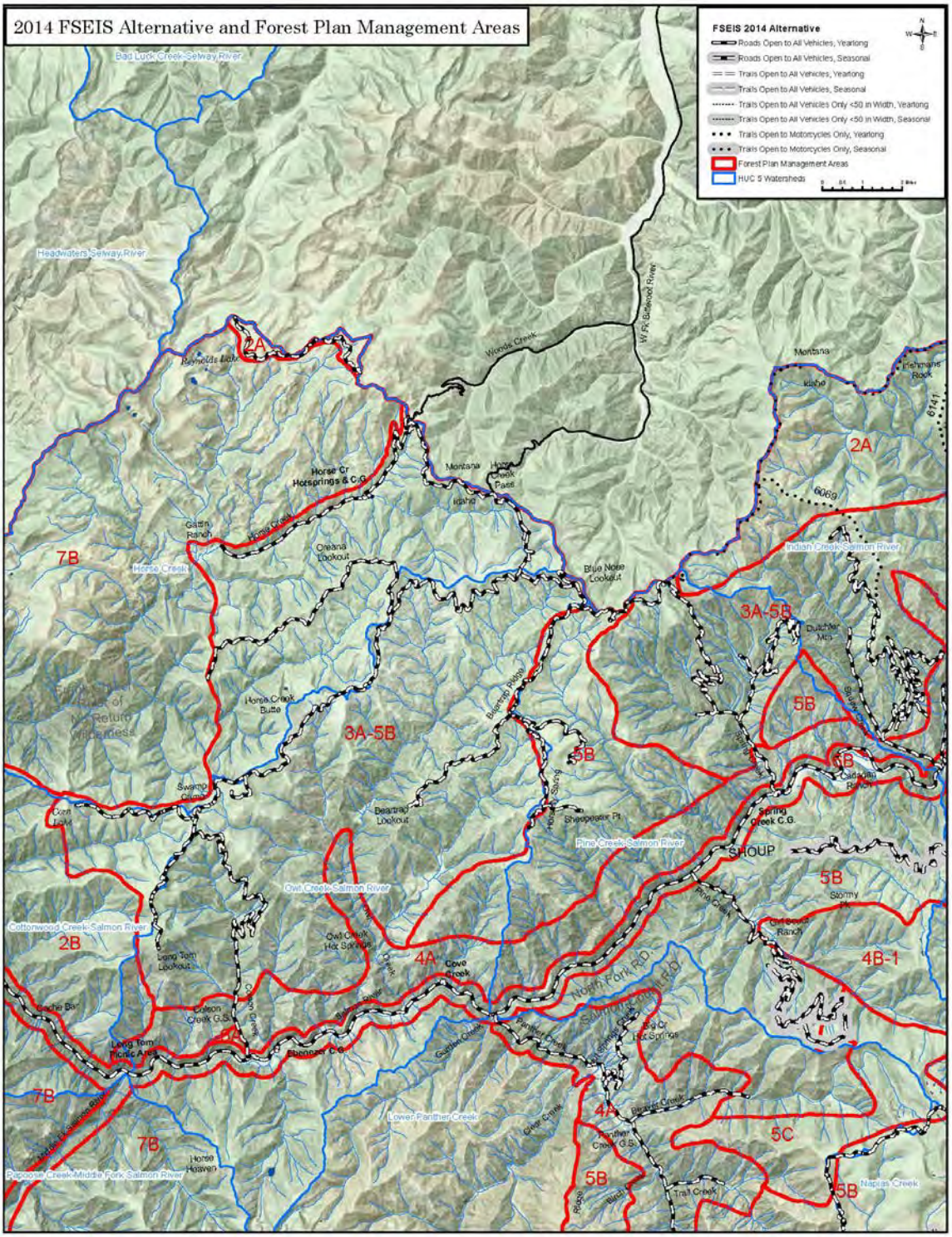

Figure B 30. North Fork west map

Management Prescription #2B

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is for dispersed recreation opportunities. Recreation opportunities such as hiking, horseback riding, hunting, cross-country skiing, etc., are available. Motorized use is not permitted. Seasonal or permanent restrictions on human use may be applied to provide seclusion for wildlife such as nesting for raptorial birds, big-game rearing areas, and mammals (mountain lion, etc.) with large home ranges.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Emphasize semi-primitive non-motorized recreation opportunities. 2) Specific land areas or travel routes may be opened seasonally and with specific authorization to accomplish resource management activities. 3) The area is never open for motorized recreation activities except for snowmobiles operating on snow when such use is compatible with the overall recreation and wildlife management objectives.	Maintain big game habitat capability at 80% or more of potential
4) Manage use to allow low to moderate contact with other groups and individuals.	Maximum use and capacity levels are: Trail and camp encounters during peak use days are less than 25 other parties per day.
5) Provide facilities such as foot, bicycle, and horse trails, single lane local intermittent roads with primitive surface used as trails, development level 1 and 2 campgrounds, and necessary signing.	
6) New road construction will be limited to that needed for mineral/energy activity, or timber salvage.	New roads will not be constructed unless necessary for minerals or energy exploration or development, or for timber salvage. Access authorized for minerals/energy exploration and for timber salvage will be temporary in nature and be the minimum necessary for prudent project accomplishment. Temporary access will be rehabilitated to semi-primitive conditions when no longer needed.

Prescription 2B is found on the Leadore Ranger District and is located in the Texas Creek 5th level hydrologic unit code (HUC) or watershed. This Prescription contains one unauthorized route. The watersheds and associated designated system of trails within Prescription 2B for the Leadore Ranger District are displayed in the following table.

Table B 155. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #2B

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U142730A	Trail - ATV and two wheeled open (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Leadore	Texas Creek	0.30

Previously unauthorized trail U142730A is not proposed for designation in the 2014 FSEIS Alternative because it does not comply with Forest Plan direction; motorized use is not permitted in this management prescription.

Management Prescription 3A-4A (North Fork Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on anadromous fish species habitat needs.

Management emphasis is on providing required forage and cover on big game winter ranges. Tree stand treatments including clearcut, shelterwood, single tree selection and group selection may be applied to commercial and noncommercial stands to accomplish specific cover-forage ratio, stand design, and juxtaposition objectives. Motorized use of new and/or existing roads and trails is managed to prevent unacceptable stress on big game animals during the primary use period.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for anadromous fish species capable of meeting State goals.	Provide habitat capable of meeting 90% of production potential.
3) Manage forest cover types to perpetuate tree cover, provide healthy stands and high water quality. 4) Timber management activity will be at a level compatible with maintaining aquatic habitat quality tied to sediment levels.	
5) Meet established Visual Quality Objectives as mapped.	

Areas of Prescription 3A-4A are located within two ranger districts: the North Fork and the Salmon-Cobalt. Within the North Fork Ranger District, the North Fork Salmon River 5th level HUC (watershed) contains two previously designated trails that were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative in Prescription 3A-4A. No previously unauthorized routes were designated as part of the system of trails on the North Fork Ranger District within this prescription area.

The watersheds and associated designated system of trails within Prescription 3A-4A for the Salmon-Cobalt Ranger District are displayed in the following table.

Table B 156. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 3A-4A (North Fork Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
Stein Mountain	Trail - ATV closed and two wheeled seasonal	North Fork	North Fork Salmon River	0.07
Silverleads Ridge	Trail - ATV closed and two wheeled seasonal	North Fork	North Fork Salmon River	0.46

In designing a system of designated trails for the North Fork Ranger District, the Responsible Official considered Land and Resource Management Plan (LRMP) direction for Prescription 3A-4A described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motor vehicle route density for the 5th field hydrologic unit found in the North Fork Ranger District by alternative. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

The following table displays the motorized route density for the 5th field hydrologic unit found in the North Fork Ranger District, with trails, by alternative.

Table B 157. Motor vehicle route density in miles per square mile, management prescription 3A-4A (North Fork Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
North Fork Salmon River	2.0	1.1	0.8	1.5	1.1

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the North Fork Salmon River 5th field HUC. The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative reduces or maintains route densities when compared to the No Action Alternative and Alternatives 1 and 4 in the North Fork Salmon River 5th field watershed. Under the 2014 FSEIS Alternative the proposed decrease in route density would generally result in reduced impacts to soil, water, and vegetation. Although Alternative 3 proposed to reduce route density the most when compared to all the other alternatives, trails 6132 and 6134 were not proposed to be designated and were not considered in the corresponding analysis. As a result, this alternative did not provide some of the recreation opportunities requested from the public.

The 2014 FSEIS Alternative, strikes a balance among the various action alternatives with regard to reducing route densities within the North Fork Salmon River 5th field watershed in Management Prescription Area 3A-4A.

In the 2009 ROD Alternative (Table W-24, AR031952) and the 2014 FSEIS Alternative there are no miles of designated routes within 300 feet of 303(d) listed streams within the North Fork

Salmon River 5th level watershed (hydrologic unit), including the No Action Alternative. Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low. The 2009 ROD Alternative (Table W-24, AR031952) and the 2014 FSEIS Alternative reduces the number of inventoried stream crossing open to motor vehicle use for this 5th field hydrologic unit when compared to the No Action Alternative. The North Fork Salmon River 5th field hydrologic unit within Rx 3A-4A received a low determination of the intensity of likely adverse effects for water resources in the 2009 ROD Alternative (Table W-46, AR031953) and the 2014 FSEIS, reduced from a medium determination of intensity for No-Action.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative. The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 3A-4A on the North Fork Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 158. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 3A-4A (North Fork Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
North Fork Salmon River	135,277	13,684 [10]	22,900 [17]	54,882 [41]	72,652 [54]	43,925 [32]	56,533 [42]

In the North Fork Salmon River the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase the percent habitat security when compared to the existing condition and Alternatives 0, 1 and 4. The increase in habitat security comes from changing from year round use to seasonal use from May 22nd-September 7th. Alternative 5, when compared to Alternative 3, has a lower percentage of habitat security, reflecting Alternative 5’s higher road density.

On the 1988 Travel Map, the area of Management Prescription 3A-4A within the North Fork Salmon River 5th field hydrologic unit was in an area open to cross-country motor vehicle travel. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative which modifies existing year

round use to a seasonal open period from May 22nd-September 7th for two wheeled vehicles. The main purpose of this seasonal open period is to provide a balance between bow-hunters and motorized recreationists. The seasonal operating period also provides big game security which is consistent with the management prescription direction to provide forage and cover on big game winter ranges.

The following table compares trail designations for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 3A-4A on the North Fork Ranger District.

Table B 159. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription 3A-4A (North Fork Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
6132 Stein Mountain	OHV open year round	Two Wheeled Vehicle Open May 22-September 7	same
6134 Silverleads Ridge	OHV open year round	Two Wheeled Vehicle Open May 22-September 7	same

Restrictions on vehicle class and seasons of use were added to Trail 6132 (Stein Mountain) and Trail 6134 (Silverleads Ridge). No unauthorized trails were added to the system.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received many comments about the designation of trails in this management area. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Comment specific to trails 6132 and 6134 emphasized the importance of motorcycle trails to create a loop opportunity in the Sheep Creek drainage.

Public comments from the August 10, 2013-Nov. 1, 2013 comment period (comment period extended due to the government shutdown from Oct. 1-Oct. 17, 2013) and Forest Service responses are included in Appendix F of this document.

The following table displays a sampling of comments for those trails which did receive input.

Table B 160. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 3A-4A (North Fork Ranger District)

Trail Number and Name	Letter #	Comment
6132 Stein Mountain	497	“The Sheep Creek Trail #6126, Stein Gulch Trail #6134, Stein Mountain Trail #6132, and the South Fork Trail #6129 should be designated for motorcycle use. This trail system provides one of the only true looping opportunities on the east side of the North Fork Ranger District. Without these trails, more use will be diverted to the west side trails. The modified proposed action should designate these trails open to motorcycle use."
6134 Silverleads Ridge	844	"Wagon Hammer to Burns Road, Part 18905 Route - Silver Leads 6130, 6135 . . . open for public use . . . status should be changed for recreation, hunting, history."

The Responsible Official considered conflicting public comments about trails in this area in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription. Changes were made in the type of vehicle class use and the season of use was modified from year round to the trail being open May 22nd-September 7th. Seasonal use was implemented to provide a balance between bow-hunters and motorized recreation. Closure to motorized use was not implemented as trails 6132 and 6134 provided one of the only opportunities to provide a complete loop for motorcyclists.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 3A-4ANorth Fork Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 20009 FEIS.

Table B 161. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 3A-4A (North Fork Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
6132	Alt. 0: OHV1 Alt. 4: 2WL3	2WLA	same
6134	Alt. 0: OHV1 Alt. 4: 2WL3	2WLA	same

Within Prescription 3A-4A, North Fork Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it met the Purpose and Need and maintained motor vehicle use on two existing trails within the management prescription. The class of vehicle was changed to two wheeled vehicles and a seasonal operating period was implemented minimizing impacts to Forest resources, particularly wintering wildlife. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access on two existing system trails. No unauthorized trails were designated that were in areas previously open to cross-country travel. The system of trails designated in the 2009 ROD Alternative and the 2014 FSEIS Alternative are consistent with management area direction.

Management Prescription 3A-4A (Salmon-Cobalt Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on anadromous fish species habitat needs."

Management emphasis is on providing required forage and cover on big game winter ranges. Tree stand treatments including clearcut, shelterwood, single tree selection and group selection may be applied to commercial and noncommercial stands to accomplish specific cover-forage ratio, stand design, and juxtaposition objectives. Motorized use of new and/or existing roads and trails is managed to prevent unacceptable stress on big game animals during the primary use period.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for anadromous fish species capable of meeting State goals.	Provide habitat capable of meeting 90% of production potential.
3) Manage forest cover types to perpetuate tree cover, provide healthy stands and high water quality. 4) Timber management activity will be at a level compatible with maintaining aquatic habitat quality tied to sediment levels.	
5) Meet established Visual Quality Objectives as mapped.	

Prescription 3A-4A is found on the Salmon-Cobalt Ranger District and is located in the Upper Panther Creek 5th level hydrologic unit code (HUC) or watershed. This prescription contains a system of three designated trails which were included in the 2009 ROD and is carried forward into the 2014 FSEIS Alternative. Two of the three trails are previously unauthorized routes which have been designated as part of the system of trails within this prescription area. The designated system of trails within Prescription 3A-4A for the Salmon-Cobalt Ranger District is displayed in Table B 164.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic unit in Prescription 3A-4A on the Salmon-Cobalt Ranger District by alternative. Route densities are defined as low (0.1-0.7 mi/mi^2), moderate (0.7-1.7 mi/mi^2) and high (1.7-4.7 mi/mi^2) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 162. Motor vehicle route density in miles per square mile, management prescription 3A-4A

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Upper Panther Creek	0.7	0.5	0.6	0.9	0.6

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Upper Panther Creek 5th field HUC. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative reduces route densities when compared to the No Action Alternative in the Upper Panther Creek 5th field watershed. Route density is the same for Alternative 5 when compared to Alternative 3. Alternative 4 offers more motorized vehicle access as reflected by its higher road density and would have greater impacts on soils, water and vegetation. The 2014 FSEIS Alternative reduces miles of routes and strikes a balance among the various action alternatives with regard to route densities within the Upper Panther Creek 5th field watershed within Prescription Area 3A-4A on the Salmon Cobalt Ranger District.

In the 2014 FSEIS Alternative, two previously unauthorized routes were designated in Prescription 3A-4A in the Upper Panther Creek 5th field hydrologic unit. The designated trails are U181802A and U191824A.

In the 2009 ROD Alternative (Table W-24, AR031959) and the 2014 FSEIS there are no miles of designated routes within 300 feet of 303(d) listed streams within the Upper Panther Creek 5th level watershed (hydrologic unit), including the No Action Alternative. The 2009 ROD Alternative (Table W-24, AR031959) and the 2014 FSEIS Alternative reduces the number of inventoried stream crossings open to motor vehicle use for this 5th field hydrologic unit when compared to the No Action Alternative. The Upper Panther Creek 5th field hydrologic unit within Rx 3A-4A received a low determination of the intensity of likely adverse effects for water resources in the 2009 ROD Alternative (Table W-46, AR031960) and in the 2014 FSEIS Alternative. This is reduced from a medium determination of intensity for the No-Action Alternative. This is consistent with management direction to emphasize anadromous fish species habitat needs.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), are incorporated into the 2014 FSEIS Alternative. The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 3A-4A on the Salmon-Cobalt

Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 163. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 3A-4A

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Upper Panther Creek	82,886	13,245 [16]	27,794 [34]	49,332 [60]	45,657 [55]	32,348 [39]	43,918 [53]

In the Upper Panther Creek 5th level watershed, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security and protection during critical life stages when compared to existing conditions and Alternatives 0 and 4. Alternative 5 when compared to Alternatives 1 and 3 provides a lower percentage of secure habitats. Alternative 3 would have minimized impacts to wildlife from motor vehicle use by its higher percentage of secure habitat.

On the 1988 Travel Map, the area of Management Prescription 3A-4A where Trail 6037 is located was in an area open cross-country motor vehicle travel. Trails U181802A and U191824A are located in an area closed from April 1 to July 15 for elk calving. These routes previously existed on the landscape as non-system, non-motorized trails but unauthorized motor vehicle occurred on these trails.

While Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative which designates seasonal motor vehicle use on both U181802A and U191824A. These trails are open from July 1 to November 15 to protect calving and fawning habitat while providing a general hunting motorized opportunity (AR 046871). With ATV participants more than twice as likely to hunt as non-ATV participants, providing ATV hunt opportunities is important on the SCNF. This season code also prevents motor vehicles operating during the winter period and protects wintering wildlife species. This is consistent with management prescription emphasis on providing required forage and cover on big game winter ranges and managing motor vehicle use of new and/or existing roads and trails to prevent unacceptable stress on big game animals during the primary use period.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. No comments specific to trails 6037 (Beagle Creek), U181802A or U191824A were received. Public comments from the August 10, 2013-Nov. 1, 2013 comment period for the 2014 FSEIS (comment period extended due to the government shutdown from Oct. 1-Oct. 17, 2013) and Forest Service responses are included in Appendix F of this document.

No conflicts between existing motor vehicle use and proposed recreational uses were identified.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 3A-4A, Salmon-Cobalt Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 ROD Alternative and the 2014 FSEIS Alternative.

Table B 164. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 3A-4A

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
6037	Alt. 0: OHV1 Alts. 1 and 3: 2WL1 Alt. 4: ATV2	ATVA	same
U181802A	Alts. 3 and 4: OHV8	OHVC	same
U191824A	Alts. 3 and 4: OHV8	OHVC	same

Within Prescription 3A-4A, Salmon-Cobalt Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it meets the Purpose and Need and balances motorized and non-motorized uses among the action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to provide season motor vehicle access in the Moyer Basin while protecting an important elk calving area. The Beagle Creek was open yearlong under the No Action Alternative but was designated for seasonal motor vehicle use May 22 through September 7 in an area previously open to cross-country travel to provide a balance between bow hunters and motorized recreationists. The motor vehicle trails are same in 2009 ROD Alternative and the 2014 FSEIS Alternative.

Management Prescription #3A-5B (North Fork Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on anadromous fish species habitat needs. Timber harvest and management is compatible, but activity, intensity, and timing will be appropriate to meeting habitat quality goals.

Management emphasis is on a medium level of commercial sawtimber production and utilization.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for anadromous fish species capable of meeting State goals.	Provide habitat capable of meeting 90% of product potential.
3) Manage forest cover types to perpetuate tree cover, provide healthy stands and high water quality. 4) Timber management activity will be at a level compatible with maintaining aquatic habitat quality tied to sediment levels.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.
5) Meet established Visual Quality Objectives as mapped.	

Prescription 3A-5B is found on the North Fork Ranger District and is located in the Indian Creek-Salmon River 5th level hydrologic unit code (HUC) or watershed. This Prescription contains a system of four designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. No unauthorized routes were designated as part of the system of trails within this prescription on the North Fork Ranger District.

The watersheds and associated designated system of trails within Prescription 3A-5B for the North Fork Ranger District are displayed in the following table.

Table B 165. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #3A-5B (North Fork Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
60036 Indian Creek	Trail - OHV	North Fork	Indian Creek-Salmon River	1.53
6069 Marlin Spring	Trail - ATV closed and two wheeled open			2.82
6106 Divide NRT	Trail - ATV closed and two wheeled open			0.22
6141 Henderson Ridge	Trail - ATV closed and two wheeled open			0.33

In designing a system of designated trails for the North Fork Ranger District, the Responsible Official considered the management plan direction for Prescription Area 3A-5B described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the North Fork Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). Route densities are considered moderate for all the alternatives presented in the following table. As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 166. Motor vehicle route density in miles per square mile, management prescription #3A-5B (North Fork Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Indian Creek-Salmon River	1.5	0.9	0.8	1.0	1.0

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Indian Creek-Salmon River 5th field HUC. The 2009 Preferred Alternative (Alternative 5) and the 2014 Alternative decreases route densities when compared to the No Action Alternative in the Indian Creek-Salmon River 5th field hydrologic unit. Route densities are slightly higher for Alternative 5 when compared to Alternatives 1 and 3. Alternative 4 offered

more motor vehicle access and would have greater impacts on soils water, and vegetation. The 2014 FSEIS Alternative reduces miles of routes and strikes strikes a balance among the various action alternatives with regard to providing motor vehicle access and minimizing impacts to soil and water associated with route density. Route densities are moderate in the Indian Creek-Salmon River 5th field hydrologic unit. The same trails are offered in Alternatives 3, 4, and 5 within this delineation of Management Prescription 3A-5B on the North Fork Ranger District and route density differences among alternatives are due to roads not trails.

In the 2009 ROD Alternative (Table 3-13, 2009 FEIS p. 3.44, AR046426) and the 2014 FSEIS Alternative there are no designated routes within 300 feet of water quality impaired streams 303(d) for Indian Creek-Salmon River 5th field hydrologic unit. Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 3A-5B on the North Fork Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 167. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #3A-5B (North Fork Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Indian Creek-Salmon River	108,550	19 [0]	11,512 [11]	42,407 [39]	49,970 [46]	37,145 [34]	46,086 [42]

In the Indian Creek-Salmon River 5th level watershed, the Preferred Alternative (Alternative 5) and the 2014 Preferred Alternative increase secure habitat when compared to existing conditions and Alternatives 0, 1, and 4. When Alternative 5 is compared to Alternative 3 the percent secure habitat decreases by 4 percent.

Although Alternative 3 would have minimized impacts to wildlife the most of all action alternatives, the responsible official chose the 2014 FSEIS Alternative. Under this Alternative, when compared to Alternative 3, the length of trail 6106 is shortened by 0.25 miles; this increases habitat security off the upper reach of the trail.

On the 1988 Travel Map, the area of Management Prescription 3A-5B within the Indian Creek-Salmon River 5th field hydrologic unit was in an area open cross-country motor vehicle travel. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose 2014 FSEIS Alternative to maintain loop opportunities on 2WL trails (trails 6069 and 6141), assign the proper vehicle class of use suitable for trail 60036, and offer a balanced approach to motorized and non-motorized uses in an area that had been entirely unrestricted in the past.

Table B 168 below compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 3A-5B on the North Fork Ranger District.

Table B 168. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and the 2014 FSEIS Alternative, management prescription #3A-5B (North Fork Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
60036 Indian Creek	N/	OHV1	same
6069 Marlin Springs	OHV1	2WL1	same
6106 Divide NRT	OHV1	2WL1	same
6141 Henderson Ridge	OHV1	2WL1	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-Nov. 1, 2013 comment period for the 2014 FSEIS (comment period extended due to the government shutdown from Oct. 1-Oct. 17, 2013) and Forest Service responses are included in Appendix F of this document.

The following table displays a sampling of comments for those trails which did receive input.

Table B 169. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #3A-5B (North Fork Ranger District)

Trail Number and Name	Letter #	Comment
60036 Indian Creek	910	"Alternative 2 designates the Grizzly Spring Trail #6142 for two-wheeled motorized use. Alternative 2 shows this trail connecting up with the Indian Creek Road #60036. The trail ends at Grizzly Springs. It does not continue down to the road because of the steep terrain. If motorcycle or non-motorized use is going to allow past the springs, the SCNF will have to build a trail down to the Indian Creek Road. Designating this section of trail should not be completed until the trail is constructed."
6069 Marlin Springs	1084	"Generally, I would like to see more of the two-wheel trails closed. 6124,6125,6069,6131,6142."
6106 Divide NRT	1003	"To be left as open for wood gathering, camping, hunting . . . trail 6152 all open only access to area to hunt in Owl Creek Trail 6153 all open only access to area to hunt in east fork Owl Creek. Trail 6106 all open Idaho Montana line trail. Trail 6110 all open good trail for ATV (all-terrain vehicles) and motorcycle hunting and camping Butcherknife Ridge area. Trail 6108 all open good trails to ride from campgrounds in Twin Creek's area access to hunting and fishing. Trail 6109 all open good trails to ride from campgrounds in Twin Creek's access to hunting and fishing. Trail 6122 open to all only access to area good trails to ride for hunting and just to go there."
6141 Henderson Ridge	904	"On the west side of the North Fork of the Salmon River there are a number of trails between Lost Trail Pass and Spring Creek where user conflicts also exist between hunters on foot or horseback and hunters on trail bikes . . . recommend that you change the following trails from yearlong use to seasonal closures during the big game hunting season - 6106, 6107, 6108, 6109, 6112, 6113, 6141 and 6142."

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription. In comparing the No Action Alternative to the 2014FSEIS Alternative trails 6069, 6106, and 6141 went from OHV1 to 2WL1, to accommodate the use best suited to the trail, as recognized in Alternative 1, which used the best available information to assign vehicle types and seasonal open periods on roads and trails in areas previously open to cross-country travel.

In resolving these conflicts between existing motor vehicle use and proposed recreational uses of trails within delineations of this management prescription, the 2014 FSEIS Alternative offered a variety of designations without compromising soil, water, vegetation or wildlife protection. There were no comments documenting conflicts between motor vehicle use and existing or proposed recreational uses on neighboring Federal lands.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 3A-5B by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1).

Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 20009 FEIS.

Table B 170. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #3A-5B (North Fork Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
60036 Indian Creek	Alt. 1, 3, 4: OHV1	OHV1	same
6069 Marlin Springs	Alt 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
6106 Divide NRT	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same
6141 Henderson Ridge	Alt. 0: OHV1 Alt. 1, 3, 4: 2WL1	2WL1	same

Within Prescription 3A-5B, North Fork Ranger District, trails 6069, 6106, and 6141 went from OHV1 to 2WL1, to accommodate the use best suited to the trail, as recognized in Alternative 1, which used the best available information to assign vehicle types and seasonal open periods on roads and trails in areas previously open to cross-country travel.

In response to the comment: "On the west side of the North Fork of the Salmon River there are a number of trails between Lost Trail Pass and Spring Creek where user conflicts also exist between hunters on foot or horseback and hunters on trail bikes . . . recommend that you change the following trails from yearlong use to seasonal closures during the big game hunting season - 6106, 6107, 6108, 6109, 6112, 6113, 6141 and 6142." Rather than change trails to a seasonal open period the responsible official chose not to designate some of these trails for motor vehicle use. Trail 6108, Trail 6142, Trail 6109 (a 1.07 mile segment) were not designated for motor vehicle use.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it met the Purpose and Need to provide a variety of recreation opportunities and balances public desires for motorized and non-motorized while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access on some existing system trails. The system of trails designated in the 2009 ROD Alternative and the 2014 FSEIS Alternative are the same. This is consistent with management area direction.

Management Prescription #3A-5B (Leadore Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on anadromous fish species habitat needs. Timber harvest and management is compatible, but activity, intensity, and timing will be appropriate to meeting habitat quality goals.

Management emphasis is on a medium level of commercial sawtimber production and utilization.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for anadromous fish species capable of meeting State goals.	Provide habitat capable of meeting 90% of product potential.
3) Manage forest cover types to perpetuate tree cover, provide healthy stands and high water quality. 4) Timber management activity will be at a level compatible with maintaining aquatic habitat quality tied to sediment levels.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.
5) Meet established Visual Quality Objectives as mapped.	

Prescription 3A-5B is found on three ranger districts: Leadore, North Fork, and Salmon-Cobalt. On the Leadore Ranger District, trails in Prescription 3A-5B are located in the Hayden Creek 5th level hydrologic unit code (HUC) or watershed. Areas with this management prescription contain a system of two designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. One unauthorized route was designated as part of the system of trails within this prescription.

The watersheds and associated designated system of trails within Prescription 3A-5B for the Leadore Ranger District are displayed in the following table.

Table B 171. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #3A-5B (Leadore Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6118 Carol Creek	Trail - ATV closed and two wheeled seasonal	Leadore	Hayden Creek	0.04
6180 Hayden Creek	Trail - ATV closed and two wheeled seasonal	Leadore	Hayden Creek	3.77
U172030E	Trail - OHV	Leadore	Hayden Creek	2.43

In designing a system of designated trails for the Leadore Ranger District portion of Prescription 3A-5B, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Leadore Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). The table below displays the motorized route density for the Hayden Creek 5th field hydrologic unit by alternative. Route densities range from low to moderate for the Hayden Creek watershed, depending on which alternative is considered.

As route density decreases and as the distance increase from streams where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 172. Motor vehicle route density in miles per square mile, management prescription #3A-5B (Leadore Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hayden Creek	0.9	0.5	0.3	0.9	0.6

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Hayden Creek 5th Field HUC. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative reduces route densities when compared to the No Action Alternative and Alternative 4. When compared to Alternatives 1 and 3, Alternative 5 has higher route density. Although Alternative 3 proposed to reduce route density the most of all action alternatives, this alternative did not provide some of the recreation opportunities and access public commenters requested. For example, the 2014 FSEIS Alternative retains trails 6118 and 6180 that connect loop routes or provide access for recreation opportunities. Alternative 3 did not consider these trails, and did not offer motor vehicle trail access in these areas. Alternative 4 offered more motor vehicle access and would have had a greater impact on soils, water and vegetation resources. The 2014 FSEIS Alternative reduces miles of routes and strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density.

In the 2009 ROD Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046428-AR046429) and the 2014 FSEIS Alternative there are no miles of designated routes within 300 feet of water-quality impaired streams within the Hayden Creek 5th level watershed (hydrologic unit), including the

No Action Alternative. Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the delineations of Prescription 3A-5B on the Leadore Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 173. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #3A-5B (Leadore Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hayden Creek	60,514	23,359 [39]	28,420 [47]	33,959 [56]	48,890 [81]	31,438 [52]	41,495 [69]

In the Hayden Creek 5th level watershed, the 2014 FSEIS Alternative increases habitat security and protection during critical life stages when compared to Existing Conditions and Alternatives 0, 1 and 4. Alternative 3 offers a higher percentage of habitat protection and security when compared to Alternative 5.

On the 1988 Travel Map, the area of Management Prescription 3A-5B within the Hayden Creek 5th field hydrologic unit was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose to include two previously designated routes to provide loop connectivity and motorized access into the area (6118 and 6180). Seasonal use (open May 22 through September 7) was maintained to provide a balance between bow-hunters and motorized recreationists. Labor Day is a major holiday weekend for many motorized recreationists. It represents the last major holiday of the summer season. Relatively few bow-hunters hunt during Labor Day weekend. The seasonal open period also provides security during the fall months. Neither of these routes was considered for designation in Alternative 3. The

responsible official chose to include one previously unauthorized route to provide access to dispersed camping (U172030E).

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 3A-5B on the Leadore Ranger District.

Table B 174. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription #3A-5B (Leadore Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
6118 Carol Creek	OHV1	2WLA	same
6180 Hayden Creek	OHV1	2WLA	same
U172030E Un-named	N/A	OHV1	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails within this Prescription. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. The following table displays a sampling of comments for those trails which did receive input.

Table B 175. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #3A-5B (Leadore Ranger District)

Trail Number and Name	Letter #	Comment
6118 Carol Creek	914	". . . You have proposed a seasonal closure that would begin on August 25 and extend through the Friday before Memorial Day of the following year. This Fall closure date should be moved forward to November 1. . . Furthermore, trails in the Hayden Creek area are proposed for this very same seasonal closure, including Hayden Creek # 6180, Carol Creek # 6118, and E Hayden Creek # 6181. Please do not close these trails until at least November 1. If you must close the trails on August 25, close them to all users except foot traffic."
6118 Carol Creek	948	"Alt. 4 Maximum Motorized Emphasis. 64025, trail - all open, U162501A and U162600A - open year round. 40099 and 4177.02 - these roads need to be open year round. 6096 and 6099 - open seasonal - all vehicles. 4075 - trail all open. 6118 and 4073 - this connector needs to be open trail - all open."
6180 Hayden Creek	1062	". . . leave open to motorized as per Alt. 4. 60212, 6212 - Nez Perce Creek. 6183.1, 64015, 64015B, 60105, 64015A, 60105, 60172, 60207, 60172A, 6187, 6127, 6186, 4076, 6184, U152534A - Timber Creek. 60096, 6404, 64012, 64011, 6183, 60090, 60096A, 6185, 6341, 60206, 60496, 60497 - Big 8 Mile, Daley, Everson, Stroud. 6006, 6006C - Mill Creek. 60010, 60010B, 60010C, 60073 - Mill Creek to Apple Creek. 6180, 6008 - East Ford Hayden Creek. 60162 - Kadlitz Creek. 6081, 6179, 6009, 6178, 60704, 60172 - Bear Valley Lake. 60275, 60222, 60223, 60177, 60279, 64019, 64020, 6190, 64018, U162833A, U162804A - Bear Creek."
6180 Hayden Creek	787	6. Main Hayden Creek (6180) 11801 deleted. This trail crosses Hayden Creek where bull trout spawn. I have seen that threatened species flee in numbers when the water is entered by travelers. Some portions of the trail are very unsuitable for average motor travelers. I know of incidence when injuries occurred when the machine tumbled into the creek 30+ feet below due to the unstable soil and deteriorating surface of the trail. This deletion is good judgment.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of trails for this Prescription Area. Motor vehicle trails in the Hayden Creek 5th field hydrologic units generally provide motorcycle opportunities.

Comments #948 and #1062 requested that Trails 6118 and 6180 remain open for motorized trail use. Comment #914 requested an extension of the seasonal open period. Both trails were designated seasonal motorcycle trails; open May 22 through September 7, which extended the open season to include the Labor Day weekend. This provides a balance between motorcycle recreationists and bow hunters who generally prefer non-motorized use. In resolving these conflicts between existing motor vehicle use and proposed recreational uses of trails within delineations of this management prescription, the Preferred Alternative (Alt. 5) and the 2014 FSEIS Alternative offered a variety of designations. There were no comments documenting conflicts between motor vehicle use and existing or proposed recreational uses on neighboring Federal lands. Public comments from the August 10, 2013-Nov. 1, 2013 comment period for the 2014 FSEIS (comment period extended due to the government shutdown from Oct. 1-Oct. 17, 2013) and Forest Service responses are included in Appendix F of this document.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designated a system of roads, trails and areas open to motor vehicle use within Prescription Area 3A-5B by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS. Conflicts among classes of motor vehicles use were resolved by designating trails for the type of motor vehicle use best suited to the topography and resource conditions.

Table B 176. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #3A-5B (Leadore Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
6118 Carol Creek	Alt. 0: OHV1 Alt. 1, 4: 2WL1	2WLA	same
6180 Hayden Creek	Alt 0: OHV1 Alt. 1: 2WL1 Alt. 4: ATV1	2WLA	same
U172030E	Alt. 3, 4: OHV1	OHV1	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the 2014 FSEIS Alternative best meets the purpose and need because it is most responsive to opposing public views for motorized and non-motorized trail uses. The responsible official chose to maintain the existing system of designated motor vehicle trails within this prescription to maintain access and recreation opportunities.

Within the Hayden Creek 5th field hydrologic unit the area of Management Prescription 3A-5B, one previously unauthorized route was added to the designated system of motor vehicle trails under the 2014 FSEIS Alternative. The responsible official chose to designate this route to provide access to dispersed camping.

The responsible official minimized conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses by the designing a system that meets management area direction to emphasize dispersed recreation opportunities and allowing such uses as four-wheel driving and motorcycling. There would be no changes of trail

designations between the 2009 ROD Alternative and the 2014 FSEIS Alternative within Management Area 3A-5B on the Leadore Ranger District.

Management Prescription #3A-5B (Salmon-Cobalt Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on anadromous fish species habitat needs. Timber harvest and management is compatible, but activity, intensity, and timing will be appropriate to meeting habitat quality goals.

Management emphasis is on a medium level of commercial sawtimber production and utilization.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for anadromous fish species capable of meeting State goals.	Provide habitat capable of meeting 90% of product potential.
3) Manage forest cover types to perpetuate tree cover, provide healthy stands and high water quality. 4) Timber management activity will be at a level compatible with maintaining aquatic habitat quality tied to sediment levels.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.
5) Meet established Visual Quality Objectives as mapped.	

Delineations of Prescription 3A-5B are found on the Salmon Cobalt Ranger District within the Hat Creek-Salmon River, Iron Creek – Salmon River, Upper Panther Creek and Yellowjacket Creek 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of four designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. No unauthorized routes within any of the 5th level watersheds were designated as part of the system of trails within this prescription area.

The watersheds and associated designated system of trails within Prescription 3A-5B for the Salmon Cobalt Ranger District are displayed in the following table.

Table B 177. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #3A-5B (Salmon-Cobalt Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6093 Big Hat Creek	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Hat Creek–Salmon River	0.30
6093 Big Hat Creek	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Iron Creek–Salmon River	0.68
6037 Beagle Creek	Trail - ATV and two wheeled seasonal	Salmon-Cobalt	Upper Panther Creek	2.46
6037 Beagle Creek	Trail - ATV and two wheeled seasonal	Salmon-Cobalt	Yellowjacket Creek	2.54

In designing a system of designated trails for the Salmon-Cobalt Ranger District, the Responsible Official considered the management plan direction for Prescription 3A-5B described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Salmon-Cobalt Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 178. Motor vehicle route density in miles per square mile, management prescription #3A-5B (Salmon-Cobalt Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hat Creek – Salmon River	1.9	1.5	1.0	1.5	1.4
Iron Creek – Salmon River	1.6	0.9	0.9	1.1	0.9
Upper Panther Creek	0.7	0.5	0.6	0.9	0.6
Yellowjacket Creek	2.0	1.0	1.0	1.3	1.0

All the 5th field HUCs involved in the 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities. In all of the 5th field HUC's, the 2009 Preferred Alternative (Alternative 5) and the 2014 Alternative reduces route densities when compared to the No Action Alternative and Alternative 4. Reducing route density within this prescription area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative decreases or maintains route densities when compared to the No Action Alternative and Alternative 4 in all four 5th field hydrologic units. Overall, route densities are slightly higher for Alternative 5 when compared to Alternatives 1and 3. Alternative 3 did not propose to designate Trail 6093. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The 2014 FSEIS Alternative reduces miles of routes and strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are moderate in the Hat Creek-Salmon River, Iron Creek-Salmon River and Yellowjacket Creek 5th field hydrologic units and low in the Upper Panther Creek 5th hydrologic unit under Alternative 5.

In the 2009 ROD Alternative (Table 3-14, 2009 FEIS p. 3.46-3.47, AR046428-AR046429) and the 2014 FSEIS Alternative There are no routes within 300 feet of water quality impaired streams 303(d) for all the 5th field hydrologic units within this Management Prescription on the Salmon-Cobalt Ranger District. The lack of miles of routes within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative. The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 3A-5B on the Leadore Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 179. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #3A-5B (Salmon-Cobalt Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hat Creek - Salmon River	49,675	10,159 [20]	12,873 [26]	17,203 [35]	24,378 [49]	16,363 [33]	23,004 [46]
Iron Creek - Salmon River	50,037	7,111 [14]	7,887 [16]	25,928 [52]	26,797 [54]	20,108 [40]	26,511 [53]
Upper Panther Creek	82,886	13,245 [16]	29,913 [36]	52,474 [63]	52,402 [63]	44,094 [53]	52,296 [63]
Yellowjacket Creek	69,341	19 [0]	19 [0]	18,112 [26]	18,112 [26]	12,939 [19]	19,636 [28]

The Preferred Alternative (Alternative 5) and the FSEIS Alternative increase habitat security when compared to the existing condition and the No Action Alternative for all four 5th level watersheds in Management Prescription 3A-5B on the Salmon Cobalt Ranger District. With the exception of Yellowjacket Creek and Upper Panther Creek HUCs, Alternative 3 increases secure habitat the most when compared to the No Action Alternative and other action alternatives; however Alternative 3 did not propose trail 6093 as a designated trail and as a result, this alternative did not provide some of the recreation opportunities requested by the public.

On the 1988 Travel Map, the area of Management Prescription 3A-5B within the Upper Panther Creek 5th field hydrologic unit was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative and designated the seasonal ATV and motorcycle opportunity on Trail 6037 to provide access from the Forney area to the Yellowjacket area.

On the 1988 Travel Map, the area of Management Prescription 3A-5B within the Hat Creek-Salmon River, Iron Creek-Salmon River, and Yellowjacket Creek 5th field hydrologic units were in areas open cross-country motor vehicle travel. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative because it offers a balanced approach to motorized and non-motorized uses in areas that had been entirely unrestricted in the past.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 3A-5B on the Salmon-Cobalt Ranger District.

Table B 180. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription #3A-5B (Salmon-Cobalt Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
6093 Big Hat Creek	OHV1	2WLB	same
6037 Beagle Creek	OHV1	ATVA	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 comment scoping period for the 2014 FSEIS (the comment period was extended due to the government shutdown from October 1-17, 2013) and Forest Service response are included in Appendix F of this document.

The following table displays a sampling of comments for those trails which did receive input.

Table B 181. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #3A-5B (Salmon-Cobalt Ranger District)

Trail Number and Name	Letter #	Comment
6093 Big Hat Creek	1048	"Bear Valley (6179), Buck Lakes (6081), and Hat Creek Lake roads (6093) should be closed to motorized vehicles for the natural beauty and enjoyment of horse and foot traffic. 12 Mile road (60224) should be closed to reduce impacts to higher elevation forests. Roads 60234 (A, C, E) should be closed to reduce road density in a high hunter use area."
6093 Big Hat Creek	926	"Designate the two-wheel trails going to Hat Creek lakes (6092, 6093, and 6094) as seasonal routes and designate trail 6090 non-motorized. This would protect important mountain goat habitat."

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription. In comparing the No Action Alternative to the 2014 FSEIS Alternative, changes were made in the type of vehicle class use for both trails in Management Prescription 3A-5B on the Salmon-Cobalt Ranger District. Comments for trail 6093 requested that it be designated as two wheel vehicle use only and as non-motorized use. The 2014 FSEIS Alternative provides a balance between the unrestricted existing use and no motorized use.

In resolving these conflicts between existing motor vehicle use and proposed recreational uses of trails within delineations of this management prescription, the 2014 FSEIS Alternative offered a variety of designations. There were no comments documenting conflicts between motor vehicle use and existing or proposed recreational uses on neighboring Federal lands.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 3A-5B by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 ROD Alternative and the 2014 FSEIS Alterative.

Table B 182. Comparison of motor vehicle trail vehicle class and season of use by 2009 ROD Alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #3A-5B (Salmon-Cobalt Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
6093 Big Hat Creek	Alt. 0: OHV1 Alt. 1, 4: 2WL1	2WLB	same
6037 Beagle Creek	Alt 0: OHV1 Alt. 1, 3: 2WL1 Alt. 4: ATV2	ATVA	same

Within Prescription 3A-5B, Salmon Cobalt Ranger District, no conflicts among different classes of motor vehicle use on adjacent Federal lands were identified, but during the travel management planning process, several class changes were made to trails to minimize conflicts between motor vehicle use and existing or proposed recreational uses on National Forest System lands.

The 2014 FSEIS Alternative designates Trail 6093 as 2WL to coordinate with other area trails (6092, 6094). Trail 6037 was designated ATV to provide a seasonal ATV and motorcycle opportunity between the Forney and Yellowjacket areas.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it met the Purpose and Need to provide a variety of recreation opportunities and best balanced public desires for motorized and non-motorized uses of all action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access on some existing system trails.

Management Prescription 3A-5C

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on anadromous fish species habitat needs. Timber harvest and management is compatible, but activity, intensity, and timing will be appropriate to meeting habitat quality goals.

Management emphasis is on a low investment in commercial sawtimber production and utilization.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for anadromous fish species capable of meeting State goals.	Provide habitat capable of meeting 90% of product potential.
3) Manage forest cover types to perpetuate tree cover, provide healthy stands and high water quality. 4) Timber management activity will be at a level compatible with maintaining aquatic habitat quality tied to sediment levels.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.
5) Meet established Visual Quality Objectives as mapped.	

Areas of Prescription Area 3A-5C are located in the, Salmon-Cobalt Ranger District. Within this ranger district the Upper Panther Creek 5th level watershed has four unauthorized routes (identified by the letter “U” in table below) which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative for this prescription area. These routes were analyzed in detail and included in the final design of the designated trail system.

Table B 183. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 3A-5C

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U181802A Unnamed	Trail - OHV seasonal	Salmon-Cobalt	Upper Panther Creek	0.57
U181811A Unnamed	Trail - OHV seasonal	Salmon-Cobalt	Upper Panther Creek	0.12
U181811B Unnamed	Trail - OHV seasonal	Salmon-Cobalt	Upper Panther Creek	1.18
U191824A Unnamed	Trail - OHV seasonal	Salmon-Cobalt	Upper Panther Creek	0.50

In designing a system of designated trails for the Salmon-Cobalt Ranger district, the Responsible Official considered the management plan direction for Prescription 3A-5C described above, as well as, balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle trails. The following table displays the motorized route density for the Upper Panther Creek 5th field hydrologic unit by alternative.

Table B 184. Motor vehicle route density in miles per square mile, management prescription 3A-5C

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Upper Panther Creek	0.7	0.5	0.6	0.9	0.6

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative has the route desnities in the Upper Panther Creek 5th field HUC. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative maintains or reduces route densities when compared to the No Action Alternative within the prescription management area. The 2014 FSEIS Alternative reduces miles of routes and striskes a balance among the vrious action alternatives with regards to reducing route desnities within 5th field hydrologic units in Management Area 3A-5C. Alternative 1 proposed to reduce route density the most of all action alternatives, but this alternative did not provide some of the recreation opportunities and access public commenters requested. Reducing route density within this prescription area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs.

In the 2009 ROD Alternative (Table 3-14, 2009 FEIS p. 3.47, AR046429) and the 2014 FSEIS Alternative there are no miles of designated routes within 300 feet of 303(d) listed streams within the Upper Panther Creek 5th level watershed (hydrologic unit), including the No Action Alternative. The lack of miles of routes within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use.

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), and are incorporated in the 2014 FSEIS Alternative

Minimizing damage to vegetation is addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), and are incorporated in the ROD Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the delineations of Prescription 3A-5C on the Salmon-Cobalt Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR04199)

Table B 185. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 3A-5C

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Upper Panther Creek	82,886	13,245 [16]	29,913 [36]	52,474 [63]	52,402 [63]	44,094 [53]	52,296 [63]

The Preferred Alternative (Alt. 5) and the FSEIS Alternative increase habitat security in the Upper Panther Creek hydrologic unit when compared to the existing condition and the No Action Alternative (Alt.0). Alternative 1, 3, and 5 increases habitat security the same (63%) when compared to the No Action Alternative and alternative 4; however these other alternatives did not provide many of the recreation opportunities desired by local residents and Idaho Department of Parks and Recreation.

Trails U181802A, U191824A, U181811A and U181811B are located within or on the fringe of an area designed to protect elk calving on the 1988 Travel map. These trails are open from July 1 to November 15 to protect calving and fawning habitat while providing a general hunting motorized opportunity (AR 046871). With ATV participants more than twice as likely to hunt as non-ATV participants, providing ATV hunt opportunities is important on the SCNF. This season code also prevents motor vehicles operating during the winter period and protects wintering wildlife species.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the 2009 DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest did not receive any public comments concerning U181802A, U181811A, U181811B, U191824A in this prescription area. The Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10-November 1, 2013 comment period for the 2014 FSEIS (comment

period was extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

Nevertheless, the Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this Prescription Area.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 3A-5C by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 ROD Alternative and 2014 FSEIS.

Table B 186. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 3A-5C

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
U181802A	Alt. 3, 4: OHV8	OHVC	same
U181811A	N/A	OHVC	same
U181811B	Alt. 3: OHV8 Alt. 4: OHV1	OHVC	same
U191824A	Alt. 3, 4: OHV8	OHVC	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the responsible official chose the 2014 FSEIS Alternative which provides a general hunting motor vehicle opportunity while protecting calving, fawning and wintering wildlife species.

There would be no changes of trail designations between the 2009 ROD Alternative and the 2014 FSEIS Alternative within Management Area 3A-5C on the Salmon-Cobalt Ranger District.

Management Prescription #4A (North Fork Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on providing required forage and cover on big game winter ranges. Winter habitat for elk, deer, bighorn sheep, mountain goats, and/or pronghorn antelope is emphasized.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Manage key big game winter ranges to achieve and maintain big game population objectives.	See "Elk Habitat Relationships for Central Idaho" for partial list. Do not eliminate presence of any desirable browse species. Maintain hiding and/or thermal cover on at least 25% of the area (where land types are capable). Maintain at least 90% of potential cover on land types that are not capable of reaching 25% cover.
2) Semi-primitive non-motorized, semi primitive motorized, and roaded natural recreation opportunities can be provided. 3) Experience level and motorized vehicle use will be managed to be compatible with big game objectives.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.

Prescription 4A is found on the North Fork Ranger District and is located in the Carmen Creek-Salmon River 5th level hydrologic unit code (HUC) or watershed. This Prescription contains no previously designated trails which were included in the 2009 ROD or the 2014 FSEIS Alternative. Two unauthorized routes have been designated as part of the system of trails within this management area.

The watersheds and associated designated system of trails within Prescription 4A for the North Fork Ranger District are displayed in the following table.

Table B 187. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #4A (North Fork Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U232211B	Trail - OHV	North Fork	Carmen Creek–Salmon River	0.07
U232213B	Trail - OHV	North Fork	Carmen Creek–Salmon River	0.47

In designing a system of designated trails for the North Fork Ranger District, the Responsible Official considered the management plan direction for Prescription 4A as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

The following table displays the motorized route density for the Carmen Creek – Salmon River 5th field hydrologic unit by alternative.

Table B 188. Motor vehicle route density in miles per square mile, management prescription #4A (North Fork Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Carmen Creek – Salmon River	0.6	0.3	0.3	0.6	0.3

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Carmen Creek-Salmon River 5th Field HUC. The 2009 Preferred Alternative (Alternative 5) and the 2014 Alternative reduce route densities when compared to the No Action Alternative and Alternative 4, and maintains route densities when compared to and Alternatives 1and 3. Both U232211B and U232213B were not designated under Alternatives 1 and 3 and did not provide motor vehicle access by these trails. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative reduce miles of routes and strike a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are low in the Carmen Creek-Salmon River 5th field hydrologic unit. Both previously unauthorized routes have low potential for watershed effects and moderate erosion potential.

In the 2009 ROD Alternative (Table W-24, AR031951) and the 2014 FSEIS Alternative there are no miles of designated routes within 300 feet of 303(d) listed streams within the Carmen Creek Salmon River 5th level watershed (hydrologic unit), including the No Action Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417). The 2009 ROD Alternative and the 2014 FSEIS Alternative reduce the number of inventoried stream crossing open to motor vehicle use for this 5th field hydrologic unit (Table W-24, AR031951) when compared to the No Action Alternative and Alternative 4, and maintains the number of inventoried stream crossings compared to Alternatives 1 and 3. Because there are no motor vehicle routes within 300 feet of water quality impaired

streams, and stream crossings are reduced from the existing condition, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative. The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Prescription 4A on the North Fork Ranger District.

Table B 189. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #4A (North Fork Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Carmen Creek - Salmon River	73,303	27,199 [37]	34,949 [48]	51,027 [70]	52,377 [71]	45,224 [62]	48,010 [65]

In the Carmen Creek - Salmon River 5th level watershed, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security when compared to the Existing Condition and Alternatives 0 and 4. The 2014 FSEIS Alternative, when compared to Alternatives 1 and 3, has a slightly lower percentage of secure habitat and protection.

On the 1988 Travel Map, the area of Management Prescription 4A within the Carmen Creek-Salmon River 5th field hydrologic unit was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative, which designated trails U232211B and U232213B in order to complete loop opportunities, connecting to a route on BLM land.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 4A on the North Fork Ranger District.

Table B 190. Comparison of vehicle class designations for the No Action Alternative and 2009 ROD Alternative, management prescription #4A (North Fork Ranger District)

Trail Number and Name	No Action Alternative	ROD Alternative
U232211B	OHV1	OHV1
U232213B	OHV1	OHV1

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest did not receive any comments regarding Trails U232211B and U232213B. The Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 comment period for the 2014 SFEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

In designating Trails U232211B and U232213B, the Responsible Official considered the need to provide connectivity to trails on adjacent BLM lands in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for this Prescription Area.

In comparing the No Action Alternative to the 2014 FSEIS Alternative (see criteria 2) no fundamental changes were made in the type of vehicle class use. Since no comments were received on these two trails, there was no conflict between existing motor vehicle use and proposed recreational uses to resolve. The Preferred Alternative (Alt. 5) and the 2014 FSEIS Alternative offer a variety of designations without compromising soil, water, vegetation or wildlife protection. There were no comments documenting conflicts between motor vehicle use and existing or proposed recreational uses on neighboring Federal lands.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 4A by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 191. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #4A (North Fork Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
U232211B	Alts. 0 and 5: OHV1 Alt. 4: ATV1	OHV1`	same
U232213B	Alt. 0 and 5: OHV1 Alt. 4: ATV1	OHV1	same

Within Prescription 4A, North Fork Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified. Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and the Salmon field office of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it met the Purpose and Need and provided a loop opportunity and connectivity to a trail on adjoining BLM land, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the responsible official thought consistency of motor vehicle use on adjoining public land was an important feature of the 2009 Preferred Alternative and decided to include those routes. The 2009 ROD Alternative and the proposed 2014 FSEIS Alternative include the same two routes.

Management Prescription 4B-1

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on providing required forage and cover on key big game summer ranges. Summer habitat for elk, deer, bighorn sheep, mountain goats and/or pronghorn antelope is emphasized. Treatment to create and maintain proper forage-cover ratios and increased forage are applied.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Strategy 1 – Manage key big game summer range areas to achieve and maintain optimum habitat for elk. Resource management activities which would enhance elk habitat conditions may occur.	See "Elk Habitat Relationships for Central Idaho"
2) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided. 3) Experience level and motorized vehicle use will be managed to be compatible with big game objectives.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest travel Plan.
4) For Strategy 1 - Plan no timber harvest unless the timber is substantially damaged by fire, wind-throw or other catastrophe.	Timber would be classed as "Not Appropriate for Timber Management."

Prescription 4B-1 is found on the Salmon-Cobalt Ranger District and is located in the Hat Creek-Salmon River, Indian Creek-Salmon River, Twelve Mile Creek-Salmon River, Upper Panther Creek and Yellowjacket 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of 12 designated trails which were included in the 2009 ROD and carried forward into the 2014 FSEIS Alternative. One previously unauthorized route has been designated as part of the system of trails within this management area.

The watersheds and associated designated system of trails within Prescription 4B-1 for the Salmon-Cobalt Ranger District are displayed in the following table.

Table B 192. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 4B-1

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6092 Salmon Cobalt Hat Creek	ATV closed and Two wheeled seasonal	Salmon-Cobalt	Hat Creek-Salmon River	0.84
6093 Big Hat Creek	ATV closed and Two wheeled seasonal	Salmon-Cobalt	Hat Creek-Salmon River	1.96
6094 Iron Mountain	ATV closed and Two wheeled seasonal	Salmon-Cobalt	Hat Creek-Salmon River	2.04
6067 Hornet Creek	ATV closed and Two wheeled seasonal	Salmon-Cobalt	Indian Creek-Salmon River	0.67

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6100 Lime Creek	ATV closed and Two wheeled seasonal	Salmon-Cobalt	Twelve Mile Creek-Salmon River	2.73
6101 Twelvemile Meadow	ATV closed and Two wheeled seasonal	Salmon-Cobalt	Twelve Mile Creek-Salmon River	3.21
6037 Beagle Creek	ATV and Two wheeled seasonal	Salmon-Cobalt	Upper Panther Creek	0.31
U191824A Un-named	OHV seasonal	Salmon-Cobalt	Upper Panther Creek	0.69
6037 Beagle Creek	ATV and Two wheeled seasonal	Salmon-Cobalt	Yellowjacket Creek	1.89

In designing a system of designated trails for the Salmon-Cobalt Ranger District portion of Prescription 4B-1, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Salmon-Cobalt Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 193. Motor vehicle route density in miles per square mile, management prescription 4B-1

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hat Cr.-Salmon R.	1.9	1.5	1.0	1.5	1.4
Indian Cr.-Salmon R.	3.2	1.7	1.2	2.3	1.9
Twelvemile Cr.-Salmon R.	0.8	0.6	0.6	1.0	0.7
Upper Panther Cr.	0.7	0.5	0.6	0.9	0.6
Yellowjacket Cr.	2.0	1.0	1.0	1.3	1.0

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in all of the 5th field HUCs involved with management prescription 4B-1. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative both decrease route densities when compared to the No Action Alternative in all five 5th field hydrologic units. In both the Hat Creek-Salmon River and Yellowjacket Creek watersheds, Alternative 5 decreases route densities when compared to the No Action Alternative and Alternatives 1 and 4. In the Hat-Creek-Salmon River, Indian Creek-Salmon River and the Twelvemile Creek-Salmon River watersheds Alternative 3 has a lower route density when compared to 2014 FSEIS Alternative. In the Upper Panther Creek and Yellowjacket Creek watersheds Alternative 3 and the 2014 FSEIS Alternative propose the same route density. Although Alternative 3 overall proposed to reduce route density the most, this alternative did not provide some of the recreation opportunities and access public commenters requested. For example, within the Indian Creek-Salmon River 5th field hydrologic unit with a Management Prescription 4B-1, the Preferred Alternative (Alternative 5) designates trail 6067 with restrictions (ATV open May 22nd to September 7th). The 2014 FSEIS proposes to designate this trail for 2-wheeled seasonal use because the trail is too narrow for ATV use. Within the Upper Panther Creek one previously unauthorized trail (U191824A) was designated, with seasonal restrictions (open July 1st to November 15th) to provide a seasonal motorized experience that protects calving and fawning habitats and provides a general hunting motorized opportunity. Alternative 3 did not designate these trails and did not offer motor vehicle trail access in this area. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation.

The 2014 FSEIS Alternative reduces miles of routes and strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are low in the Hat Creek and Upper Panther Creek 5th field hydrologic units, moderate in Yellowjacket Creek 5th field hydrologic unit, and high in Indian Creek and Twelvemile Creek 5th field hydrologic units.

In the 2009 ROD Alternative there are no miles of designated routes within 300 feet of 303(d) listed streams within the Hat Creek-Salmon River, Indian Creek-Salmon River, Upper Panther Creek and Yellowjacket Creek 5th level watersheds for either the No Action Alternative or for Alternatives 1-5 (Table 3-9, 2009 FEIS p. 3.35, AR031958-AR031958). The holds true for the 2014 FSEIS Alternative. The lack of miles of routes within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use.

In the Twelvemile Creek-Salmon River watershed there are four miles of designated routes within 300 feet of 303(d) listed streams under the No Action Alternative and Alternatives 1, 3 and 5. Under Alternative 4 there are six miles of designated routes within 300 feet of 303(d) listed streams. The reduction of designated miles of road within 300 feet of 303(d) listed streams in the 2014 FSEIS Alternative for the Twelvemile Creek-Salmon River watershed, results in a lower route density and a greater distance between streams and route locations. This results in reduced potential for the introduction of motor vehicle-related surface runoff and erosion of road and trail surfaces and sediment transport into streams. Reduced road densities also minimize impacts to soil and watershed related resources. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within the 5th level watersheds involved with Prescription 4B-1 on the Salmon Cobalt District.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11,

AR046334-046336), have been incorporated into the 2014 FSEIS Alternative. The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was calculated using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within Prescription 4B-1 on the Salmon-Cobalt Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 194. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 4B-1

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hat Creek-Salmon Creek	49,675	10,159 [20]	12,873 [26]	17,203 [35]	24,378 [49]	16,363 [33]	23,004 [46]
Indian Creek-Salmon River	108,550	19 [0]	11,512 [11]	42,407 [39]	49,470 [46]	37,145 [34]	46,086 [42]
Twelvemile Creek-Salmon River	51,746	13,532 [26]	21,146 [41]	29,883 [58]	33,197 [64]	19,456 [38]	32,502 [63]
Upper Panther Creek	82,886	13,245 [16]	29,913 [36]	52,474 [63]	52,402 [63]	44,094 [53]	52,296 [63]
Yellowjacket Creek	69,341	19 [0]	19 [0]	18,112 [26]	18,112 [26]	12,939 [19]	19,636 [28]

In all the 5th level watersheds, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative maintain or increase habitat security when compared to the existing condition and Alternatives 0, 1 and 4. Alternative 3 proposed the highest percentage of habitat security and protection of all of the alternatives in the Hat Creek-Salmon Creek, Indian Creek-Salmon River, Twelvemile Creek-Salmon River and Upper Panther Creek watersheds. In the Yellowjacket Creek watershed, the 2014 FSEIS Alternative provides the greatest amount of habitat security of all of the alternatives.

On the 1988 Travel Map, the area of Management Prescription 4B-1A within the Hat Creek-Salmon River 5th field hydrologic unit was in an area primarily open to cross-country motor

vehicle travel. Trail 6094 fell partially into an area with a use restriction for big game security and erosion control. The 2014 FSEIS Alternative applies a seasonal restriction (open July 1-September 30) to protect big game species and limit erosion, for all three trails (6092, 6093, and 6094) in Management Prescription 4B-1 in the Hat Creek-Salmon River 5th field hydrologic unit (2009 FEIS, Appendix H p. 3). Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose 2014 FSEIS Alternative which retains motor vehicle use on existing Trail 6093. The length of the trail was reduced by 2.25-miles compared to the No-Action Alternative, which, along with applied seasonal restrictions, increased habitat security and reduced disturbances to wildlife and wildlife habitat.

On the 1988 Travel Map, the area of Management Prescription 4B-1 within the Indian Creek-Salmon River 5th field hydrologic unit was in an area open cross-country motor vehicle travel. The 2014 FSEIS Alternative applies a seasonal restriction (open July 1-September 30) to protect big game species and limit erosion in Management Prescription 4B-1 in the Indian Creek-Salmon River 5th field hydrologic unit (). Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative which retains 2-wheeled motor vehicle use on existing Trail 6067, with restrictions. This offers a balanced approach to motorized and non-motorized uses in an area that had been entirely unrestricted in the past.

On the 1988 Travel Map, within the Twelvemile Creek 5th field hydrologic unit, Trail 6100 and 6101 were in an area restricted to 4-wheel motorized vehicles and all ATVs for big game security and erosion control. Trail 6100 was not designated for motor vehicle use in the 2009 FEIS No Action Alternative; however this is an error and the trail was shown as open on the 1988 Travel Map. These trails are near Salmon and the responsible official chose to maintain the existing system of motor vehicle trails in this 5th field hydrologic unit. (See Leadore NW map).

On the 1988 Travel Map, within the Upper Panther Creek 5th field hydrologic unit, trail U191824A was in an area with a use restriction for elk calving ground. Trail U191824A is open July 1st to November 15th to provide a seasonal motorized experience that protects calving and fawning habitats as well as providing a general hunting motorized opportunity. With ATV participants more than twice as likely to hunt as non-ATV participants, providing ATV hunt opportunities is important on the SCNF. This seasonal open period prevents motorized vehicles operating during the winter period protects wintering wildlife species (2009 FEIS, Appendix H p. 3). Trail 6037, which runs through the Upper Panther Creek and Yellowjacket Creek 5th field hydrologic units were in an area with a use restriction for big game security and erosion control. The 2009 ROD Alternative (2009 FEIS, Appendix H p. 3) and the 2014 FSEIS Alternative coordinate the vehicle use class for the trail and apply a seasonal restriction to protect big game species and limit erosion (2009 FEIS, Appendix H p. 3). The 2014 FSEIS Alternative minimizes impacts to wildlife from motor vehicle use the most out of all of the alternatives within Management Prescription 4B-1 in these two 5th field hydrologic units.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 4B-1 on the Salmon-Cobalt Ranger District.

Table B 195. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription 4B-1

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Hat Creek-Salmon Creek 5th Level Hydrologic Unit			
6092-N. Fork Hat Creek	OHV1	Two Wheel open July 1-September 30	same
6093-Big Hat Creek	OHV1	Two Wheel open July 1-September 30	same
6094-Iron Mountain	OHV1	Two Wheel open July 1-September 30	same
Indian Creek-Salmon River 5th Level Hydrologic Unit			
6067-Hornet Creek	OHV1	ATV open May 22nd-September 7th	Two Wheel open May 22nd-September 7th
Twelve Mile Creek-Salmon River 5th Level Hydrologic Unit			
6100-Lime Creek	Two Wheel Open Year Round	Two Wheel open May 22nd-September 7th	same
6101-Twelevemile Meadow	Two Wheel Open Year Round	Two Wheel open May 22nd-September 7th	same
Upper Panther Creek 5th Level Hydrologic Unit			
6037-Beagle Creek	Two Wheel Open Year Round	ATV open May 22nd-September 7th	same
U191824A	Not Applicable	OHV open July 1st-November 15th.	same
Yellowjacket Creek 5th Level Hydrologic Unit			
6037-Beagle Creek	Two Wheel Open Year Round	ATV open May 22nd-September 7th	same

In designing a system of motor vehicle trails and areas for Prescription 4B-1 Salmon Cobalt Ranger District, the Responsible Official enhanced wildlife habitat, specifically increasing habitat security, which minimizes harassment of wildlife and significant disruptions of wildlife habitats from motor vehicle use. The 2014 FSEIS Alternative increases habitat security during critical life stages, when compared to existing conditions. Additionally, seasonal operating periods were designed and applied to each trail to protect calving and fawning and to provide security depending on location of the trail within the prescription area. Trail 6090 was designated for motor vehicle use to protect important mountain goat habitat. This is consistent with management emphasis for this prescription to provide required forage and cover on key big game summer ranges and emphasize summer habitat for elk, deer, bighorn sheep, mountain goats and/or pronghorn antelope.

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record.

Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The following table displays a sampling of comments for those trails which did receive input:

Table B 196. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 4B-1

Trail Number and Name	Letter #	Comment
6092 N. Fk. Hat Creek	926	"Designate the two-wheel trails going to Hat Creek lakes (6092, 6093, and 6094) as seasonal routes and designate trail 6090 non-motorized. This would protect important mountain goat habitat."
6093 Big Hat Creek	1048	"Bear Valley (6179), Buck Lakes (6081), and Hat Creek Lake roads (6093) should be closed to motorized vehicles for the natural beauty and enjoyment of horse and foot traffic".
6094 Iron Mountain	926	"Designate the two-wheel trails going to Hat Creek lakes (6092, 6093, and 6094) as seasonal routes and designate trail 6090 non-motorized. This would protect important mountain goat habitat."
6067 Hornet Creek	1003	Trail # 6067 leave open year round as all open in Hornet Creek.
6100 Lime Creek	910	"Alternative 2 designates the Lime Creek Trail #6100 for ATV use. This trail dead-ends into a single-track trail system. We agree with the IDFG that this trail should be designated for two-wheeled motorized use as outlined in Alternative 1."
6101 Twelevemile Meadow	1021	". . . specific site of concern is in the 12 mile area. We are extremely opposed to increase of any motorized travel in this area. To violate this small area where animals and people who need a place to get away from ATV's (all-terrain vehicles) would be a gross mistake".

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of motor vehicle trails for delineations of this management prescription. In comparing the existing condition to the 2009 ROD Alternative and the 2014 FSEIS Alternative (see criteria 2 above), trails 6092, 6093, and 6094 were designated 2WL seasonal routes for wildlife purposes and for vehicle suitability and Trail 6090 was not designated to protect mountain goat habitat. This also responds to comments regarding these trails. Trail 6093 was left open but the length of the motorized trail was reduced by 2.25-miles.

Commenters requested that Trail 6067, the Hornet Creek Trail, be kept open year-round. This trail was considered for year-round use and seasonal use. The Responsible Official chose to designate this trail for seasonal use ATV use in the 2009 ROD Alternative to provide a loop opportunity during the summer recreation season while providing wildlife security in the fall. The trail was designated for 2-wheeled seasonal use in the 2014 FSEIS because the trail is too narrow for ATV use.

Trails in the Twelvemile area (6100 and 6101) were designated for 2-wheeled use for consistency with adjoining trails, as suggested by Idaho Department of Fish and Game and other commenters.

In resolving these conflicts between existing motor vehicle use and proposed recreational uses of trails within delineations of this management prescription, the Preferred Alternative (Alt. 5)

offered a variety of designations. There were no comments documenting conflicts between motor vehicle use and existing or proposed recreational uses on neighboring Federal lands.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 4B-1, Salmon-Cobalt Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 20009 FEIS.

Table B 197. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 4B-1

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
Hat Creek-Salmon Creek 5th Level Hydrologic Unit			
6092 N. Fk. Hat Creek	Alt. 0: OHV1 Alts. 1 and 4: 2WL Open year round Alt. 3: 2WL July 1st-September 30th Alt. 5: 2WL July 1st-September 30th	2WLB	same
6093 Big Hat Creek	Alt. 0: OHV1 Alts. 1 and 4: 2WL Open year round Alt. 5: 2WL July 1st-September 30th	2WLB	same
6094 Iron Mountain	Alt. 0: OHV1 Alts. 1 and 4: ATV open year round Alt. 3: 2 wheel open July 1st-Sept. 30th Alt. 5: 2Wheel open July 1st-September 30th	2WLB	same
Indian Creek-Salmon River 5th Level Hydrologic Unit			
6067 Hornet Creek	Alst. 0 and 4: OHV1 Alt. 1: ATV1 Alt. 5: ATVA	ATVA	2WLA
Twelve Mile Creek-Salmon River 5th Level Hydrologic Unit			
6100 Lime Creek	Alt. 0: OHV1 Alts. 1 and 4: 2WL Open year round Alt. 3: 2 wheel open July 1st-Sept. 30th Alt. 5: 2Wheel open July 1st-September 30th	2WLA	same
6101 Twelevemile Meadow	Alts. 0 and 1: 2 Wheel open year round Alt. 4: ATV open year round Alt. 5: 2 Wheel open May 22-Sept. 7	2WLA	same
Upper Panther Creek 5th Level Hydrologic Unit			

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
6037 Beagle Creek	Alt. 0: OHV1 Alt. 1 and 3: 2 Wheel open year around Alt. 4: ATV May 22-Sept. 7 Alt. 5: ATV May 22-Sept. 7	ATVA	same
U191824A	Alt. 0: Road open year round	OHVC	same
Yellowjacket Creek 5th Level Hydrologic Unit			
6037	Alt. 0: OHV1 Alt. 1 and 3: 2 Wheel open year around Alt. 4: ATV May 22-Sept. 7 Alt. 5: ATV May 22-Sept. 7	ATVA	same

Within Prescription 4B-1, Salmon Cobalt Ranger District, no conflicts among different classes of motor vehicle use on adjacent Federal lands were identified, but during the travel management planning process, several class changes were made to trails traversing National Forest lands.

Trails 6092, 6093, and 6094 were designated 2WL seasonal routes to coordinate with on-the-ground vehicle class use.

The 2014 FSEIS Alternative proposes to designate Trail 6067 for seasonal 2-wheeled use rather than yearlong OHV use because the trail is not wide enough to support ATV use. The seasonal operating period provides wildlife security in the fall.

Trails 6100 and 6101 were designated for 2-wheel motor vehicle use. Trail 6100 was not designated for motor vehicle use in the 2009 FEIS No Action Alternative; however this is an error and the trail was shown as open on the 1988 Travel Map. These trails are near Salmon and the responsible official chose to maintain the existing system of motor vehicle trails in this 5th field hydrologic unit to maintain an existing recreation opportunity.

Trail 6037 was changed to seasonal ATV use from OHV use because the trail is better suited to motor vehicles less than 50 inches wide. The trail connects with 4th of July Creek Road on Panther Creek to provide a summer ATV loop opportunity while providing wildlife security in the fall.

Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and Salmon field Office of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative e was chosen for implementation because it met the Purpose and Need to provide a variety of recreation opportunities and best balanced public desires for motorized and non-motorized uses of all action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access on some existing system trails and designate one unauthorized trail that was in an area that protects calving and fawning habitats as well as providing a general hunting motorized opportunity that is important on the SCNF.

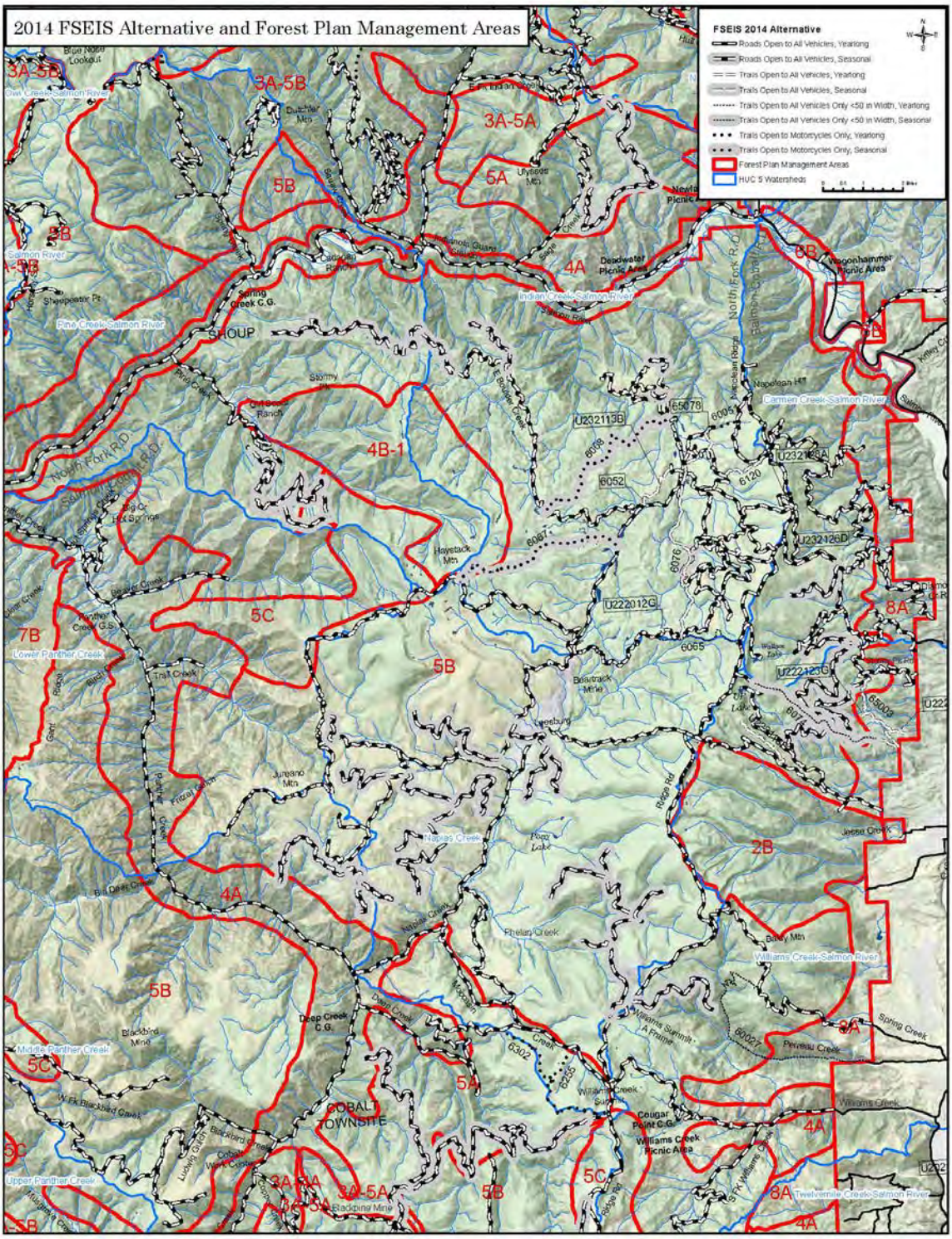

Figure B 31. Salmon-Cobalt north map

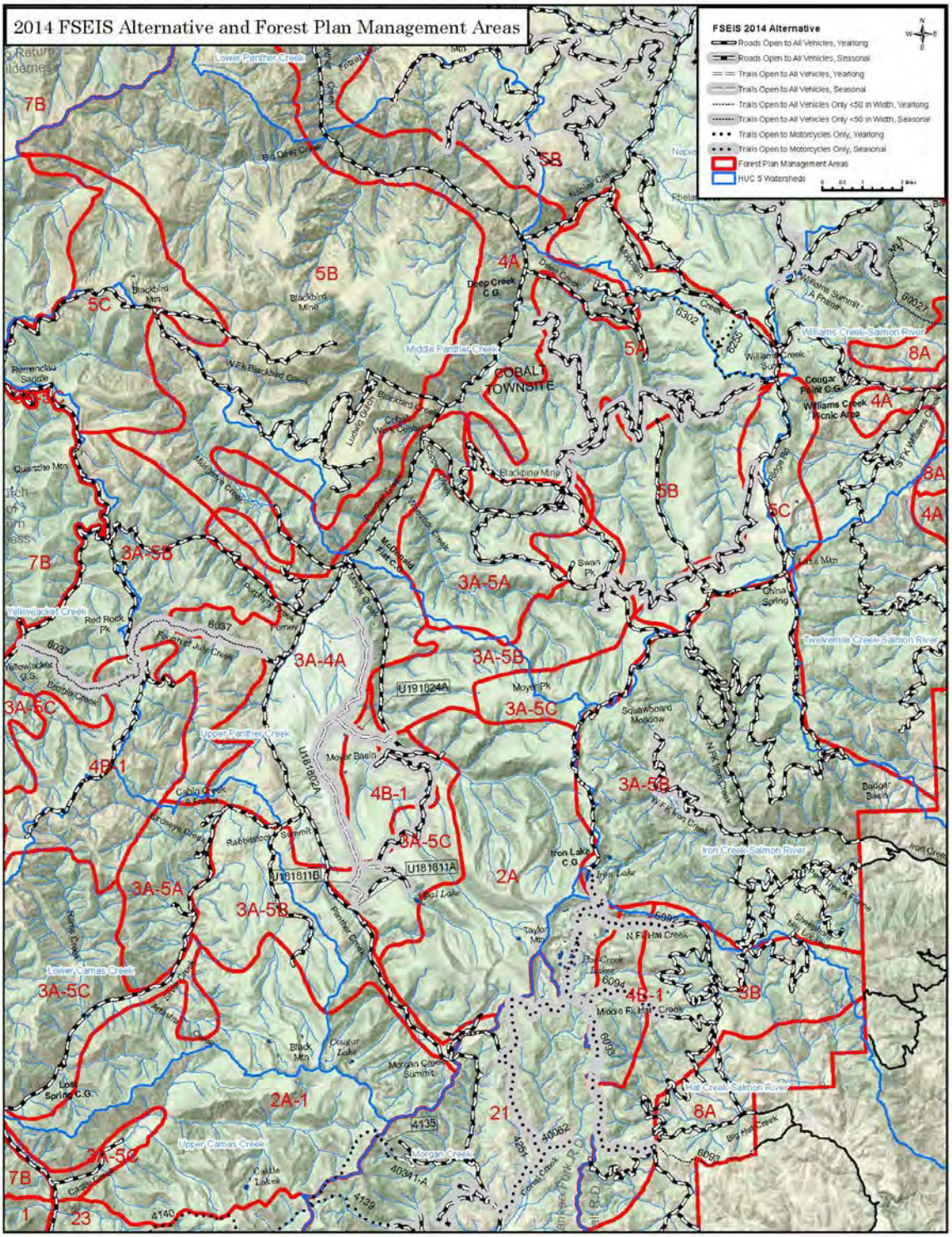

Figure B 32. Salmon-Cobalt south map

Management Prescription #4B-3 (Leadore Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on providing required forage and cover on key big game summer ranges. Summer habitat for elk, deer, bighorn sheep, mountain goats and/or pronghorn antelope is emphasized. Treatment to create and maintain proper forage-cover ratios and increased forage are applied.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Strategy 3 – Manage timber on key big game summer range areas in compliance with standards and guidelines presented in "Elk Habitat Relationships for Central Idaho." Other resource management which would enhance or maintain elk habitat conditions may occur.	See "Elk Habitat Relationships for Central Idaho."
2) For Strategy 3 – When not in conflict with other standards and guidelines in this prescription, manage forest cover types using the silvicultural standards guidelines in Management Prescriptions 5D, 5E, or 5F and in the General Forest Direction except as shown here.	Treatment of individual stands would generally be consistent with a medium to high level of timber and management although the overall acreage treated in a given period might be lower.

Prescription 4B-3 is found on the Leadore Ranger District and is located in the Upper Lemhi River 5th level hydrologic unit code (HUC) or watershed. This Prescription contains a system of two designated trails which were included in the 2009 ROD and carried forward into the 2014 FSEIS Alternative. No unauthorized routes were designated as part of the system of trails within this management prescription area.

The designated system of trails within Prescription 4B-3 for the Leadore Ranger District is displayed in the following table.

Table B 198. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #4B-3 (Leadore Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
60496 Everson Creek	Trail - OHV	Leadore	Upper Lemhi River	0.52
60497 Stroud Creek	Trail - OHV	Leadore	Upper Lemhi River	1.94

In designing a system of designated trails for the Leadore Ranger District portion of Prescription 4B-3, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers

management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic unit found in the Leadore Ranger District by alternative. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 199. Motor vehicle route density in miles per square mile, management prescription #4B-3 (Leadore Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Upper Lemhi River	1.7	0.5	0.4	1.1	0.7

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Upper Lemhi River 5th field HUC. The 2009 Preferred Alternative (Alternative 5) and the 2014 Alternative reduces route density when compared to the No Action Alternative within the Upper Lemhi River 5th field hydrologic unit. Route density is slightly higher for the 2014 FSEIS Alternative when compared to Alternatives 1 and 3. These routes were designated system roads in the No Action Alternative. Alternative 3 did not propose trails 60496 and 60497 for motor vehicle use and were not analyzed under that alternative.

As a result, this alternative did not provide some of the recreation opportunities requested from the public. Alternatives 1 and 4 did propose designating these trails, which were then analyzed as part of that alternative. Alternative 4 offered increased vehicle access and would have higher impacts on soils, water and vegetation resources compared to Alternative 5. Route density in Alternative 1 would be less than Alternative 5. The 2014 FSEIS Alternative reduces miles of routes and strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density.

The 2009 ROD Alternative (Table 3-10, 2009 FEIS p. 3.37, AR046419) and the 2014 FSEIS Alternative reduce the number of routes within 300 feet of water quality impaired streams for the Upper Lemhi River 5th field hydrologic unit when compared to the No Action Alternative. Reducing miles of routes within 300 feet of water quality impaired streams reduces erosion and the potential for sedimentation, and minimizes impacts to soil and water.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative. The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental

consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404)..

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the delineation of Prescription 4B-3 on the Leadore Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 200. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #4B-3 (Leadore Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Upper Lemhi River	97,747	12,064 [12]	21,340 [22]	62,880 [64]	71,40 [73]8	42,011 [43]	57,811 [59]

In the Upper Lemhi River hydrologic unit the 2014 FSEIS Alternative increases habitat security when compared to the existing condition and the No Action Alternative (Alt.0) and Alternative 4. Alternatives 1 and 3 proposed the highest percentages of habitat security of the action alternatives, including existing conditions due to low road densities.

On the 1988 Travel Map, the area of Management Prescription 4B-3 within the Upper Lemhi River 5th field hydrologic unit corresponds to an area where motor vehicle travel was restricted for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose Alternative 5 and the 2014 FSEIS Alternative which retain motor vehicle use on existing trails 60496 and 60497.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 4B-3 on the Leadore Ranger District.

Table B 201. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription #4B-3 (Leadore Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
60496-Everson Creek	Designated System Road	OHV1	same
60497-Stroud Creek	Designated System Road	OHV1	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments concerning motor vehicle trail 60496 and 60497. The Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The following table displays a sampling of comments for those trails which did receive input.

Table B 202. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #4B-3 (Leadore Ranger District)

Trail Number and Name	Letter #	Comment
60496-Everson Creek	1048	"The road to Dairy Creek (60206) would have to be better maintained to be an open road. I suggest it be changed to an ATV (all-terrain vehicle)/ 2-wheel trail. I approve of closing Everson Creek road (60496), however if it is left open, I suggest it be changed to an ATV/ 2-wheel trail."
60497-Stroud Creek	1062	". . . leave open to motorized as per Alt. 4. 60212, 6212 - Nez Perce Creek. 6183.1, 64015, 64015B, 60105, 64015A, 60105, 60172, 60207, 60172A, 6187, 6127, 6186, 4076, 6184, U152534A - Timber Creek. 60096, 6404, 64012, 64011, 6183, 60090, 60096A, 6185, 6341, 60206, 60496, 60497 - Big 8 Mile, Daley, **Everson**, **Stroud**. 6006, 6006C - Mill Creek. 60010, 60010B, 60010C, 60073 - Mill Creek to Apple Creek. 6180, 6008 - East Ford Hayden Creek. 60162 - Kadlitz Creek. 6081, 6179, 6009, 6178, 60704, 60172 - Bear Valley Lake. 60275, 60222, 60223, 60177, 60279, 64019, 64020, 6190, 64018, U162833A, U162804A - Bear Creek."

The Responsible Official considered public comments regarding trails in this management prescription in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of trails. Comments for trails 60496 and 60497 recommended that the designation be changed to an ATV/2 wheel vehicle trail and leave open to motorized use, respectively. These routes had been previously designated as roads and are designated as OHV trails in the 2009 ROD Alternative and the 2014 FSEIS Alternative. These routes are designated to provide motor vehicle access to Everson and Stroud lakes. (See Leadore SW map).

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 4B-3 by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 203. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and the 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #4B-3 (Leadore Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
60496 Everson Creek	Alt. 1 Designated System Road	OHV1`	same
60497 Stroud Creek	Alt. 1 Designated System Road Alt. 3: OHV2 Alt. 5: OHV1	OHV1	same

Within Prescription 4B-3, Leadore Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014FSEIS Alternative was chosen for implementation because it met the Purpose and Need best balanced public desires for motorized and non-motorized uses of all action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access to Everson and Stroud lakes. These routes were previously designated as system roads and are converted to OHV trails in the 2009 ROD Alternative because they are better suited as trails than roads. This action was carried through to the 2024 FSEIS Alternative. No unauthorized trails were designated. The 2009 ROD Alternative and the proposed 2014 FSEIS Alternative are the same.

Management Prescription #5A

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on a high commercial sawtimber production and utilization while maintaining habitat for target or viable populations of all native vertebrate species of fish and wildlife. Roaded natural recreation opportunities are provided along Forest arterial and collector roads. Semi-primitive motorized and recreation opportunities are provided on those local roads and trails that remain open, semi-primitive non-motorized opportunities are provided on those that are closed.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for target or viable populations of all native vertebrate fish and wildlife species.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.

Prescription 5A is found on the Salmon Cobalt Ranger District and is located in the Napias Creek and Middle Panther Creek 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of four designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. No unauthorized routes were designated as part of the system of trails within this prescription on the Salmon-Cobalt Ranger District.

The watersheds and associated designated system of trails within delineations of Prescription 5A for the Salmon-Cobalt Ranger District are displayed in the following table.

Table B 204. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #5A

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6255 Mukluk	Trail - ATV closed and two wheeled open	Salmon-Cobalt	Napias Creek	3.05
6302 Deep Creek Ridge	Trail - ATV closed and two wheeled open	Salmon-Cobalt	Napias Creek	1.30
6255 Mukluk	Trail - ATV closed and two wheeled open	Salmon-Cobalt	Middle Panther Creek	1.00
6302 Deep Creek Ridge	Trail - ATV closed and two wheeled open	Salmon-Cobalt	Middle Panther Creek	0.75

In designing a system of designated trails for the Salmon-Cobalt Ranger District, the Responsible Official considered the management plan direction for Prescription 5-A described above, as well as, balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Salmon-Cobalt Ranger District by alternative. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). In the Napias Creek 5th level watershed route densities range from low to high, depending on the proposed alternative. In the Middle Panther Creek watershed route densities range from low to moderate depending on the alternative.

As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 205. Motor vehicle route density in miles per square mile, management prescription #5A

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Napias Creek	2.0	0.7	0.9	1.5	1.1
Middle Panther Creek	1.3	0.6	0.7	0.9	0.7

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Napias Creek and Middle Panther Creek 5th field HUCs. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative reduces route densities when compared to the No Action Alternative within both 5th level watersheds. Reducing route density within this prescription area minimizes impacts to soil, water, and vegetation and provides for existing and future recreation needs. Route densities are slightly higher for Alternative 5 and the 2014 FSEIS Alternative when compared to Alternatives 1 and 3 in both 5th level watersheds. Alternatives 1 and 3 did not propose trails 6255 and 6302 as designated trails and were not analyzed as part of either alternative. As a result, Alternatives 1 and 3 did not propose motorized access for these trails. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The 2014 FSEIS Alternative reduces miles of routes and strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density.

In the 2009 ROD Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417) and the 2014 FSEIS Alternative there are no designated routes within 300 feet of 303(d) listed streams within the Napias Creek 5th level watershed (hydrologic unit), including the No Action Alternative. Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

In the Upper Panther Creek 5th field hydrologic unit there are designated roads within 300 feet of water quality impaired streams. The 2014 FSEIS Alternative minimizes the miles of designated routes that are within 300 feet of 303(d) listed streams when compared to the No Action Alternative and Alternative 4. When compared to Alternatives 1 and 3, 2014 FSEIS Alternative has equal miles of designated routes within 300 feet of 303(d) listed streams.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 5A on the Salmon-Cobalt Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 206. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #5A

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Napias Creek	56,538	709 [1]	1,306 [2]	28,484 [50]	31,245 [55]	13,128 [23]	27,899 [49]
Middle Panther Creek	117,623	6,895 [6]	16,587 [14]	57,608 [49]	62,746 [53]	49,928 [42]	60,319 [51]

The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security when compared to existing conditions and Alternative 0 (No Action Alternative) for both the Napias Creek and Middle Panther Creek 5th level watersheds. In the Napias Creek watershed, Alternative 5 and the 2014 FSEIS Alternative, when compared to Alternatives 1 and 3, has a lower percentage of secure habitats. In the Middle Panther Creek watershed, Alternative 5

provides a higher percentage of secure habitats when compared to Alternatives 0, 1 and 4. Alternative 5 and the 2014 FSEIS Alternative provides a slightly lower percentage of habitat security when compared to Alternative 3 in both watersheds.

On the 1988 Travel Map, the area of Management Prescription 5A where trails 6255 and 6302 are located was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose to designate these two existing trails to provide a motorcycle loop opportunity to connect with the Deep Creek Road.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the ROD Alternative and the 2014 FSEIS Alternative.

Table B 207. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative management prescription #5A

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
6255 Mukluk	OHV	2WL1	same
6302 Deep Creek Ridge	N/A	2WL1	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest did not receive any comments concerning motor vehicle trails 6255-Mukluk and 6302-Deep Creek Ridge. The Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

Although there were no conflicts between existing motor vehicle use and proposed recreational uses of trails within delineations of this management prescription, the Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands.

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription Area 5A by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 208. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription #5A

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
6255 Mukluk	Alt. 0: OHV1 Alt. 4: 2WL1	2WL1	same
6302 Deep Creek Ridge	Alt. 4: 2WL1	2WL1	same

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Prescription Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it met the Purpose and Need to provide a variety of recreation opportunities and best balanced public desires for motorized and non-motorized uses of all action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to provide trail access on 6255 and 6302 to provide a motorcycle loop opportunity to connect trails to the Deep Creek Road. No unauthorized trails were designated within this prescription where it occurs on the Salmon-Cobalt Ranger District.

Management Prescription 5B (Leadore Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on a medium level of commercial sawtimber production and utilization while maintaining habitat for target or viable populations of all native vertebrate species of fish and wildlife. Roaded natural recreation opportunities are provided along Forest arterial and collector roads. Semi-primitive motorized and recreation opportunities are provided on those local roads and trails that remain open, semi-primitive non-motorized opportunities are provided on those that are closed.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for target or viable populations of all native vertebrate fish and wildlife species.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.
3) Meet established Visual Quality Objectives as mapped.	

Delineations of Management Prescription 5B are found on the Leadore Ranger District in the Hayden Creek, Lower Lemhi River, Middle Lemhi River, Upper Lemhi River and Timber Creek 5th level hydrologic unit codes (HUC's) or watersheds. The designated system includes 21 trails: 11 system trails and ten previously unauthorized routes have been designated in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative.

The designated system of trails within Prescription 5B for the Leadore Ranger District is displayed in the following table.

Table B 209. System of designated motor vehicle trails (2009 ROD Alternative), management prescription #5B

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
60199 Basin Creek	Trail - OHV	Leadore	Hayden Creek	0.99
6178 Basin Creek -High	Trail - ATV closed and two wheeled open	Leadore	Hayden Creek	4.70
6096 Haynes Creek	Trail - ATV and two wheeled open	Leadore	Lower Lemhi River	1.31
6096 Haynes Creek	Trail - ATV closed and two wheeled open	Leadore	Lower Lemhi River	1.75

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6099 Way 91	Trail - ATV and two wheeled open	Leadore	Lower Lemhi River	1.53
6119 Cheney Creek	Trail - ATV closed and two wheeled open	Leadore	Lower Lemhi River	1.56
6233 Mulkey Creek	Trail - ATV closed and two wheeled open	Leadore	Lower Lemhi River	1.85
U192304A Un-named	Trail – OHV (This trail is not proposed for designation in the 2013 Alternative)	Leadore	Lower Lemhi River	0.23
U202210C Un-named	Trail – OHV (This trail is not proposed for designation in the 2013 Alternative)	Leadore	Lower Lemhi River	1.25
U141-08B Un-named	Trail - OHV	Leadore	Middle Lemhi River	0.41
6111 Continental Divide NST	Trail - OHV	Leadore	Upper Lemhi River	0.84
6183 Big Eightmile	Trail - ATV and two wheeled open	Leadore	Upper Lemhi River	0.38
6185 Patterson	Trail - ATV and two wheeled open	Leadore	Upper Lemhi River	0.34
U152425A Un-named	Trail - ATV and two wheeled open	Leadore	Upper Lemhi River	1.22
U162501A Un-named	Trail - OHV seasonal	Leadore	Upper Lemhi River	0.42
U162606A Un-named	Trail - OHV seasonal	Leadore	Upper Lemhi River	0.78
U172622B Un-named	Trail - OHV	Leadore	Upper Lemhi River	0.22
U172622F Un-named	Trail - OHV seasonal	Leadore	Upper Lemhi River	0.25
U172718A Un-named	Trail - OHV	Leadore	Upper Lemhi River	1.25
U172718A Big Timber Creek	Trail - ATV closed and two wheeled open	Leadore	Timber Creek	1.77
U152535A Un-named	Trail - ATV and two wheeled open	Leadore	Timber Creek	1.96

In designing a system of designated trails for the Leadore Ranger District, the Responsible Official considered Land and Resource Management Plan (LRMP) direction for Prescription 5B described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

The following table displays the motorized route density for the 5th field hydrologic units found in the Leadore Ranger District, by alternative. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). Route densities in the Hayden Creek, Upper Lemhi River and Timber Creek 5th level watersheds are categorized as low to moderate. In the Lower Lemhi River and Middle Lemhi River densities are moderate to high.

As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

The following table displays the motorized route density for the 5th field hydrologic units found in the Leadore Ranger District, with trails, by alternative.

Table B 210. Motor vehicle route density in miles per square mile, management prescription #5B

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hayden Creek	0.9	0.5	0.3	0.9	0.6
Lower Lemhi	1.8	1.1	1.7	1.2	0.9
Middle Lemhi	1.3	1.1	1.0	1.8	1.1
Upper Lemhi	1.7	0.5	0.4	1.1	0.7
Timber Creek	0.9	0.5	0.5	0.7	0.6

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the route densities in all of the 5th field HUCs involved in management prescription 5B. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative decreases route density compared to the No-Action alternative and Alternative 4 in all of the above watersheds for Management Prescription 5B on the Leadore Ranger District. Route densities are higher for Alternative 5 when compared to Alternative 3 for all five 5th level watersheds, except in the Lower Lemhi River 5th field watershed, where it is lower. Although Alternative 3 proposed to reduce route density the most of all the alternatives, except in the Lower Lemhi River 5th field watershed, this alternative did not provide some of the recreation opportunities and access requested by the public. For example in the Upper Lemhi River 5th level watershed, within Management Prescription 5B, Alternative 5 and the 2014 FSEIS Alternative designate four previously unauthorized trails (U162501A, U162606A, U172622F and U172718A) that were not considered in Alternative 3. Trails U162501A and U172622F were designated to provide hunting access into the area, Trail U162606A provides access to springs, and Trail U172718A provides access to dispersed camping and firewood. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The 2014 FSEIS Alternative reduces the miles of routes and strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density.

In the 2009 ROD Alternative and the 2014 FSEIS Alternative , two previously unauthorized routes were designated in Management Prescription 5B in Lower Lemhi River 5th field hydrologic unit. These are trails U192304A and U1202210C. The 2014 FSEIS Alternative allowed for “staged opening after analysis” (ROD p.5) which states “some previously

unauthorized routes selected for designation in this decision have not been fully evaluated on the ground for potential safety, resource and/or cultural concerns. Recognizing this, my decision to designate previously unauthorized routes is contingent on successful completion of safety, resource and cultural surveys." Trails U192304A and U1202210C will not be designated in the 2014 FSEIS Alternative due to impacts to soil and water resources. These trails total 1.48 miles and would not affect route density indicators.

In the 2009 ROD Alternative (Table 3-9, 2009 FEIS p. 3.37, AR046419) and the 2014 FSEIS there are no designated routes within 300 feet of 303(d) listed streams within the Hayden Creek and Timber Creek 5th level watersheds (hydrologic units), including the No Action Alternative. Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

In the Lower Lemhi River, Middle Lemhi River, and Upper Lemhi River 5th field hydrologic units there are designated roads within 300 feet of water quality impaired streams. In the Lower Lemhi River and Upper Lemhi River 5th field hydrologic units, Alternative 5 and the 2014 FSEIS Alternative minimize the miles of designated route that are within 300 feet of water quality impaired streams when compared to the No Action Alternative and Alternatives 1 and 4. In the Middle Lemhi River 5th field hydrologic unit, the miles of designated routes within 300 feet water quality impaired streams is the same for the No Action Alternative and Alternatives 1, 3 and 5. Alternative 5 has more miles of designated routes within 300 feet of 303(d) listed streams when compared to Alternative 3 in the Lower Lemhi River and Upper Lemhi River 5th field hydrologic units, and when compared to Alternative 4 in the Middle Lemhi River 5th field hydrologic unit.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands.

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 5B on the Leadore Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 211. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription #5B

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hayden Creek	60,514	23,359 [39]	28,420 [47]	33,959 [56]	48,890 [81]	31,438 [52]	41,495 [69]
Lower Lemhi River	30,337	6,454 [21]	7,941 [26]	11,268 [37]	17,311 [57]	10,578 [35]	12,362 [41]
Middle Lemhi River	26,585	3,706 [14]	14,108 [53]	14,271 [54]	15,173 [57]	10,017 [38]	13,239 [50]
Upper Lemhi River	97,747	12,064 [12]	21,340 [22]	62,880 [64]	71,408 [73]	42,011 [43]	57,811 [59]
Lower Pahsimeroi River	111,406	68,404 [61]	77,139 [69]	77,143 [69]	82,935 [74]	70,228 [63]	78,764 [71]
Timber Creek	43,694	19,011 [44]	19,428 [44]	26,041 [60]	37,531 [86]	21,162 [48]	25,597 [59]

In the Hayden Creek, Lower Lemhi River and Lower Pahsimeroi 5th level watersheds, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increases habitat security when compared to the existing conditions and Alternatives 0, 1 and 4. In the Middle Lemhi River watershed, Alternative 5 and the 2014 FSEIS Alternative increase habitat security when compared to existing conditions and Alternative 4. Alternatives 0, 1 and 3 provide higher percentages of habitat security. In the Upper Lemhi River watershed. The 2014 FSEIS Alternative provides higher levels of habitat security when compared to existing conditions and Alternatives 0 and 4. It provides lower percentages of habitat security when compared to alternatives 1 and 3.

On the 1988 Travel Map, Prescription 5B within the Hayden Creek 5th field watershed was in an area where 4-wheel motorized vehicles were prohibited yearlong except on designated roads, and two wheeled vehicles were and ATV's were prohibited yearlong except on designated roads and trails. The Lower Lemhi River watershed was in an area where motorized vehicles of all types were prohibited yearlong. In the Middle Lemhi River 5th field watershed all motorized vehicles were prohibited from September 25th-December 15th, except on designated routes shown on the 1988 Travel Map. In the Upper Lemhi Prescription 5B areas were on lands that were either use restricted to where 4-wheel motorized vehicles were prohibited yearlong except on designated roads, and two wheeled vehicles and ATV's were prohibited yearlong except on designated roads and trails or where prohibited year round. In the Timber Creek 5th level watershed 4x4's and pickups and sedans were prohibited year round for erosion control. All other restrictions in the other 5th level watersheds were for big game security and erosion control. In the Middle Lemhi River 5th field watershed elk migration was also a purpose for restriction.

On the 1988 Travel Map, the area of Management Prescription 5B within the Middle Lemhi River 5th field hydrologic unit was in an area with a use restriction for big game security, erosion control, and elk migration. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative which designated previously unauthorized route U141-08B to connect an existing loop on the BLM trail system.

On the 1988 Travel Map, the area of Management Prescription 5B within the Hayden Creek, Lower Lemhi River, Upper Lemhi River, and Timber Creek 5th field hydrologic units was in an

area open to cross-country motor vehicle travel. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative because it offers a balanced approach to motorized and non-motorized uses in areas that had been entirely unrestricted in the past. Trails U162501A, U162606A and U1762622F are open July 1st to November 15th to provide a seasonal motorized experience that protects calving and fawning habitats as well as providing a general hunting motorized opportunity. With ATV participants more than twice as likely to hunt as non-ATV participants, providing ATV hunt opportunities is important on the SCNF. This seasonal open period prevents motorized vehicles operating during the winter period protects wintering wildlife species (2009 FEIS, Appendix H p. 3).

The following table compares trail designations from the 2009 FEIS for the No Action Alternative and the 2014 FSEIS Alternative. The 2014 FSEIS Alternative placed added security nearly every trail by incorporating seasonal restrictions or restricting the vehicle class from the existing condition.

Table B 212. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription #5B

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Hayden Creek 5th Level Hydrologic Unit			
60199	R1	Open to OHV use year round	same
6178	Open to OHV use year round	Open to two wheeled vehicles year round	same
Lower Lemhi 5th Level Hydrologic Unit			
6096	Not in 2009 FEIS	Not in 2009 FEIS	same
6099	Not Defined	Open to ATV use year round	same
6119	Open to OHV use year round	Open to two wheeled vehicles year round	same
6233	Open to OHV use year round	Open to two wheeled vehicles year round	same
U192304A (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Not Defined	Open to two wheeled vehicles year round	This trail is not proposed for designation in the 2014 FSEIS Alternative)
U202210C (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Not Defined	Open to two wheeled vehicles year round	This trail is not proposed for designation in the 2014 FSEIS Alternative)
Middle Lemhi River 5th Level Hydrologic Unit			
U141-08B	Not Defined	Open to two wheeled vehicles year round	same
Upper Lemhi River 5th Level Hydrologic Unit			
6111	Open to OHV use year round	Open to OHV use year round	same

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
6183	Open to OHV use year round	Open to ATV use year round / Open to two wheel vehicle use year round	same
6185	Open to OHV use year round	Open to ATV use year round	same
U152425A	Not Defined	Open to ATV use year round	same
U162501A	Open to OHV use year round	Open to OHV use July 1 – Nov 15	same
U162606A	Open to OHV use year round	Open to OHV use July 1 – Nov 15	same
U172622B	Not Defined	Open to OHV use year round	same
U172622F	Open to OHV use year round	Open to OHV use July 1 – Nov 15	same
U172718A	Not Defined	Open to OHV use year round	same
Timber Creek 5th Level Hydrologic Unit			
6183.1	Open to two wheel vehicle use year round	Open to two wheel vehicle use year round	same
U152535A	Open to two wheel vehicle use year round	Open to two wheel vehicle use year round	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received comments about the designation of trails within this Prescription. These are included in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Most comments on trails located within this management area centered on multi-use, multi-use with ATV and potential trail improvements to accommodate ATV use. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

The following table displays a sampling of comments for selected trails within the Leadore Ranger District.

Table B 213. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription #5B

Trail Number and Name	Letter #	Comment
60199	1003	"Road 60199 all open to Basin Lake fishing, hunting, just to go there and head gate to water ranch . . .
6178	1003	Warm Springs Creek Trail, Trail 6178 open to all.
6178	934	". . . Leadore Road, trails 116, 130, 178, 188, & 191 should be considered for designation, along with the portions of trail 189 & 192 that are not currently designated for motorized use. These trails would create the only single track loop opportunities in the Bitterroot Range on the Salmon-Challis National Forest."
6183 ,6185	1062	". . . leave open to motorized as per Alt. 4. ….6183…6185".
6185, 6183	601	"6183, 6185, 6341, 4074 - close."
U162501A, U162606A. U172622F, 6183, 6185	598	"U162501A, U162606A, U172622F, U172635A, U162602A, 6195, 6183, 6185, 6341, 4074: Close these routes to all motorized use. Wildlife security, quality of hunting experience, resource protection."
6183	1082	". . . including Big Timber Creek # 6183, Rocky Creek # 6184, Cabin Creek # 6127, and Middle Fork Little Timber # 6187 should not start until after the Labor Day Weekend. Not on 8/25."
6183	945	The Eightmile Creek Trail should be designated non-motorized to protect the sensitive high-elevation environment. The vegetation is too sensitive and the soils too erosive to be able to adequately sustain motorized use of any kind.
6185	945	Trail 185 should be designated non-motorized to protect the sensitive high-elevation environment. The vegetation is too sensitive and the soils too erosive to be able to adequately sustain motorized use of any kind.

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription. In comparing the No Action Alternative to the 2014 FSEIS Alternative, seasonal restrictions to protect calving and fawning habitat were implemented for trails U162501A, U162606A and U1762622F in the Upper Lemhi River 5th level watershed. Within this range of consideration, where trails created loops (6178, 6099, 6183.1), connections to BLM trails (6178, U141-08B, 6111), or access to managed and dispersed recreation (60199, 6183, 6185, U162501A, U172622F, U172718A, 6183.1, U152535A), trails were incorporated into the 2009 ROD alternative and the 2014 FSEIS Alternative.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 5B Leadore Ranger District by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The table below shows those trails which were evaluated for

different classes of motor vehicle use in different alternatives in the 2009 ROD Alternative and the 2014 FSEIS Alternative.

Table B 214. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS for motor vehicle trails within the management area or prescription area, management prescription #5B

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
60199 Basin Creek	R1	OHV1	same
6178 Basin Creek High	Alt. 0: OHV1 Alt. 4: 2WL1	2WL1	same
6096 Haynes Creek	Alt. 0: OHV1 Alt. 4: 2WL1	2WL1	same
6096 Haynes Creek	Alt. 0: OHV1 Alts. 1 and 3: 2WL1 Alts. 4: OHV2	2WL1	same
6099 Way 91	Alt. 0: OHV1 Alts. 1 and 3: 2WL1 Alt. 4: OHV2	ATV1	same
6119 Cheney Creek	Alt. 0: OHV1 Alts. 1, 3 and 4: 2WL1	2WL1	same
6233 Mulkey Creek	Alt. 0: OHV1 Alts. 1, 3 and 4: 2WL1	2WL1	same
U192304A This trail is not proposed for designation in the 2014 FSEIS Alternative	Alt. 3: 2WL1 Alt. 4: OHV1	OHV1	This trail is not proposed for designation in the 2014 FSEIS Alternative
U202210C This trail is not proposed for designation in the 2014 FSEIS Alternative	Alts. 3 and 4: OHV1	OHV1	This trail is not proposed for designation in the 2014 FSEIS Alternative
U141-08B	Alt. 4: OHV1	OHV1	same
6111 Continental Divide NST	Alt. 0: OHV1 Alt. 4: 2WL1	OHV1	same
6183 Big Eightmile	Alt. 0: OHV1 Alts. 1and 4: 2WL1	2WL1	same
6185 Patterson	Alt. 0: OHV1 Alts. 1and 4: ATV1	ATV1	same
U152425A	Alts. 3 and 4: ATV1	ATV1	same
U162501A	Alt. 0: OHV1 Alt. 4: OHV6	OHVC	same
U162606A	Alt. 0: OHV1 Alt. 4: OHV6	OHVC	same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
U172622B	Alts. 3 and 4: OHV1	OHV1	same
U172622F	Alt. 0: OHV1 Alt. 4: OHV6	OHVC	same
U172718A	Alt. 4: OHV1	OHV1	same
6183.1	Alts. 0, 1 and 4: 2WL1 Alt. 3: 2WL2	2WL1	same
U152535A	Alt. 0: OHV1	ATV1	same

Within Prescription 5B, Leadore Ranger District, conflicts among different classes of motor vehicle uses of National Forest System Lands and neighboring Federal lands were resolved in the following ways:

Cooperation and coordination occurred between the Salmon-Challis National Forest Service and Salmon Field Offices of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands. Trails 6178, U141-08B, 6111 were designated for the appropriate motor vehicle use class for consistency with adjoining BLM trails.

Trails 6178, 6099, 6183.1 were designated for the appropriate motor vehicle use class to coordinate with on-the-ground vehicle use class of adjoining Forest Service motor vehicle trails.

Trail 60199 was designated open to vehicles greater than 50 inches to provide recreation access to Basin Lake; it was previously designated as a system road.

Trail 6185 was designated ATV1 for consistency with investment by Idaho Parks and Recreation.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it met the Purpose and Need to provide a variety of recreation opportunities and best balanced public desires for motorized and non-motorized uses of all action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access on some existing system trails, to coordinate with adjacent BLM trails, and designate eight unauthorized trails that were in areas previously open to cross-country travel. The 2014 FSEIS Alternative would not designate Trails U192304A and U202210C due to impacts on soil and water resources.

Management Prescription 5B (North Fork Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on a medium level of commercial sawtimber production and utilization while maintaining habitat for target or viable populations of all native vertebrate species of fish and wildlife. Roaded natural recreation opportunities are provided along Forest arterial and collector roads. Semi-primitive motorized and recreation opportunities are provided on those local roads and trails that remain open, semi-primitive non-motorized opportunities are provided on those that are closed.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for target or viable populations of all native vertebrate fish and wildlife species.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.
3) Meet established Visual Quality Objectives as mapped.	

Delineations of Prescription 5B on the North Fork Ranger District are in the North Fork Salmon River and Carmen Creek-Salmon River 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of three designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. No unauthorized routes have been designated as part of the system of trails within this prescription on the North Fork Ranger District.

The designated system of trails within Prescription 5B for the North Fork Ranger District are displayed in the following table.

Table B 215. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 5B

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6132 Stein Mountain	Trail - ATV closed and two wheeled seasonal	North Fork	North Fork Salmon River	2.02
6134 Silverleads Ridge	Trail - ATV closed and two wheeled seasonal	North Fork	North Fork Salmon River	1.12
6132 Stein Mountain	Trail - ATV closed and two wheeled seasonal	North Fork	Carmen Creek–Salmon River	0.45

In designing a system of designated trails for the North Fork Ranger District portion of Prescription 5B, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the North Fork Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). In the North Fork Salmon River watershed, route densities range from moderate to high, depending on the alternative. As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

The following table displays the motorized route density for the 5th field hydrologic units found in the North Fork Ranger District, with trails, by alternative.

Table B 216. Motor vehicle route density in miles per square mile, management prescription 5B

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
North Fork Salmon River	2.0	1.1	0.8	1.5	1.1
Carmen Creek-Salmon River	0.6	0.3	0.3	0.6	0.3

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the two 5th field HUCs involved with management prescription 5B. The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative maintain or decrease route densities when compared to the No Action Alternative and Alternatives 1 and 4. Route densities are slightly higher for Alternative 5 and the 2014 FSEIS Alternative when compared to Alternative 3. Alternative 3 proposed to reduce route density the most of all action alternatives, but this alternative did not provide some of the recreation opportunities and access public commenters requested. For example, Alternative 3 did not designate trails 6132 and 6134 and did not offer motor vehicle trail access in this area. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The and the 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are low in the Carmen Creek-Salmon River 5th field hydrologic unit and moderate in the North Fork-Salmon River 5th field hydrologic unit.

In the 2009 ROD Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417) and the 2014 FSEIS Alternative there are no miles of designated routes within 300 feet of 303(d) listed streams within the North Fork Salmon River or Carmen Creek-Salmon River 5th level watersheds (hydrologic units), including the No Action Alternative. The lack of miles of routes within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states “the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species” (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the two delineations of Prescription 5B on the North Fork Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 217. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 5B

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
North Fork Salmon River	135,277	13,684 [10]	22,900 [17]	54,882 [41]	72,652 [54]	43,925 [32]	56,533 [42]
Carmen Creek-Salmon River	73,303	27,199 [37]	34,949 [48]	51,027 [70]	52,377 [71]	45,224 [62]	48,010 [65]

In the North Fork Salmon River and Carmen Creek-Salmon River 5th level watersheds the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative increase habitat security when compared to the existing condition and Alternatives 0 and 4. The Preferred Alternative also increases habitat security when compared to Alternative 1 in the North Fork-Salmon River 5th field hydrologic unit.

In both watersheds Alternative 3 proposes higher percentages of wildlife security than any of the alternatives. However, Alternative 3 did not designate either of trails #6132 or 6134 for this alternative, as part of the strategy for reducing route density. Although Alternative 3 would have

minimized impacts to wildlife from motor vehicle use the most, the responsible official chose the 2014 FSEIS Alternative which retains motor vehicle use on existing trails 6132 and 6134.

On the 1988 Travel Map, Trails 6132 and 6134 within Management Prescription 5B in the North Fork-Salmon River and Carmen Creek-Salmon River 5th field hydrologic units were in an area open cross-country motor vehicle travel with the exception of a portion of trail 6132. This trail was in an area with a use restriction for big game winter range and migration. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose Alternative 5 and the 2014 FSEIS Alternative which retain motor vehicle use on existing Trails 6132 and 6134. Under Alternative 5 and the 2014 FSEIS Alternative, trail 6134 was reduced by 3.32 miles and a seasonal restriction was applied to provide a better balance between non-motorized and motorized recreationists.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 5B on the North Fork Ranger District (AR 046869-047037, 047069-047148).

Table B 218. Comparison of vehicle class designations for the No Action Alternative and 2009 ROD Alternative, management prescription 5B

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
North Fork Salmon River 5th Level Hydrologic Unit			
6132	OHV1	2WLA	same
6134	OHV1	2WLA	same
Carmen Creek-Salmon River 5th Level Hydrologic Unit			
6132	OHV1	2WLA	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record.

The following table displays a sampling of comments for those trails which did receive input.

Table B 219. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 5B

Trail Number and Name	Letter #	Comment
6132	497	The Sheep Creek Trail #6126, Stein Gulch Trail #6134, Stein Mountain Trail #6132, and the South Fork Trail #6129 should be designated for motorcycle use. This trail system provides one of the only true looping opportunities on the east side of the North Fork Ranger District. Without these trails, more use will be diverted to the west side trails. The modified proposed action should designate these trails open to motorcycle use."
6134	844	"Wagon Hammer to Burns Road, Part 1890s Route - Silver Leads 6130, 6134, 6135 . . . should be open for public use . . . status should be changed for recreation, hunting, history."

Letter #497 received during the comment period asked that trails 6132 and 6134 be designated for motorcycle use, while letter #844 asked simply that the route be open for public use since the commenter states it is part of a road from the 1890s.

The Responsible Official considered to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of trails for this Prescription Area. Trails were designated for motorcycle use and seasonal restrictions were maintained to provide wildlife security (FEIS Appendix H p. H-2).

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 5B North Fork Ranger District by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 220. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 5B

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
North Fork Ranger District-North Fork Salmon River HUC			
6132	Alt. 0: OHV1 Alt. 4: 2WL3 Alt. 5: 2WLA	2WLA	same
6134	Alt. 0: OHV1 Alt. 4: 2WL3 Alt. 5: 2WLA	2WLA	same
North Fork Ranger District-Carmen Creek-Salmon River HUC			
6132	Alt. 0: OHV1 Alt. 4: 2WL3 Alt. 5: 2WLA	2WLA	same

Within Prescription 5B, North Fork Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified. Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and the Salmon field office of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. This Management Area is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the 2014 FSEIS Alternative best meets the purpose and need. The responsible official chose to maintain the existing system of designated motor vehicle trails within this management area to maintain access and recreation opportunities and to respond to public demand for motorcycle trails. Seasonal restrictions were maintained to provide wildlife security.

The responsible official minimized conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses by the designing a system that meets management area direction to emphasize dispersed recreation opportunities and allowing such uses as four-wheel driving and motorcycling. There would be no changes of trail designations between the 2009 ROD Alternative and the 2014 FSEIS Alternative within Management Prescription 5B on the North Fork Ranger District.

Management Prescription 5b (Salmon-Cobalt Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on a medium level of commercial sawtimber production and utilization while maintaining habitat for target or viable populations of all native vertebrate species of fish and wildlife. Roaded natural recreation opportunities are provided along Forest arterial and collector roads. Semi-primitive motorized and recreation opportunities are provided on those local roads and trails that remain open, semi-primitive non-motorized opportunities are provided on those that are closed.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided; however, the dominant experience will be roaded natural.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.
2) Provide habitat for target or viable populations of all native vertebrate fish and wildlife species.	Plan logging and road building activities to provide suitable displacement areas for big game. When roads to be left open traverse cover blocks, where logging systems permit, and as needed to meet habitat capability objectives, provide cover for big game at least two sight distances wide along one half of the length of road through the cover block.
3) Meet established Visual Quality Objectives as mapped.	

Delineations of prescription 5B are found on the Salmon-Cobalt Ranger District in the Carmen Creek-Salmon River, Hat Creek-Salmon River, Indian Creek-Salmon River, Napias Creek, Twelvemile Creek-Salmon River and Williams Creek-Salmon River 5th level hydrologic unit codes (HUC's) or watersheds. These delineations contain a system of 21 designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. Eight unauthorized routes have been designated as part of the system of trails within this management area.

The watersheds and associated designated system of trails within delineations of prescription 5B for the Salmon Cobalt Ranger District are displayed in the following table. In the Morgan Creek 5th level watershed there is one trail (#6093) with 0.03 miles of trail in this watershed. However in the Hat Creek-Salmon River 5th level watershed there is 3.14 miles of trail 6093. As a result all effects for the Morgan Creek 5th level watershed will be considered under the Hat Creek-Salmon River 5th level watershed. Consequently there will be no table for the Morgan Creek watershed throughout this analysis.

Table B 221. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 5b (Salmon-Cobalt Ranger District)

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U232126D Un-named	Trail - OHV	Salmon-Cobalt	Carmen Creek	0.27
6092 North Fork Hat Creek	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Hat Creek–Salmon River	0.72
6093 Big Hat Creek	Trail - ATV and two wheeled open	Salmon-Cobalt	Hat Creek–Salmon River	0.05
6093 Big Hat Creek	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Hat Creek–Salmon River	3.14
6094 Iron Mountain	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Hat Creek–Salmon River	0.66
60051 Sawmill Gulch	Trail - ATV closed and two wheeled open	Salmon-Cobalt	Indian Creek–Salmon River	0.73
6052 Gannett Creek	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	0.29
6065 Moose Creek Driveway	Trail - ATV and two wheeled open	Salmon-Cobalt	Indian Creek–Salmon River	1.67
6067 Hornet Creek	Trail - ATV and two wheeled seasonal	Salmon-Cobalt	Indian Creek–Salmon River	4.16
6068 Little Moose Creek	Trail - ATV and two wheeled seasonal	Salmon-Cobalt	Indian Creek–Salmon River	5.24
6076 Daly Creek	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	4.90
6120 Diamond Gulch	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	1.61
65078 Sawmill Gulch	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	0.52
U222012E Un-named	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	0.16
U222012G Un-named	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	0.16
U232113B Un-named	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	1.25
U232128A Un-named	Trail - OHV	Salmon-Cobalt	Indian Creek–Salmon River	0.17
60654 Moose Creek Driveway	Trail - ATV and two wheeled open	Salmon-Cobalt	Napias Creek	1.09
6067 Hornet Creek	Trail - ATV and two wheeled seasonal	Salmon-Cobalt	Napias Creek	0.08
6255 Mukluk	Trail - ATV closed and two wheeled open	Salmon-Cobalt	Napias Creek	0.22
60014 Twelve Mile	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Twelvemile Creek	5.67
60224 Upper Twelve Mile	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Twelvemile Creek	3.83

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6101 Twelvemile Meadow	Trail - ATV closed and two wheeled seasonal	Salmon-Cobalt	Twelvemile Creek	0.75
U202220C Un-named	Trail - OHV	Salmon-Cobalt	Twelvemile Creek	0.10
U212229A Un-named	Trail - OHV	Salmon-Cobalt	Twelvemile Creek	1.27
60027 Perreau Creek	Trail - ATV and two wheeled open	Salmon-Cobalt	Williams Creek-Salmon River	4.97
6074 Bob Moore	Trail - ATV and two wheeled seasonal	Salmon-Cobalt	Williams Creek-Salmon River	3.29
65003 Blackrock	Trail - OHV	Salmon-Cobalt	Williams Creek-Salmon River	0.37
U222118F Un-named	Trail - OHV	Salmon-Cobalt	Williams Creek-Salmon River	1.76

In designing a system of designated trails for the Salmon Cobalt Ranger District, the Responsible Official considered the management plan direction for Prescription 5B described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Salmon-Cobalt Ranger District by alternative. Route densities are defined as low (0.1-0.7 mi/mi^2), moderate (0.7-1.7 mi/mi^2) and high (1.7-4.7 mi/mi^2) (AR 031898).

The Carmen Creek-Salmon River, Hat Creek-Salmon River, Indian Creek Salmon River and Williams Creek-Salmon River 5th level watersheds all have route densities ranging from moderate to high. The Napias Creek 5th level watershed range from low to high and the Twelvemile Creek-Salmon River watershed has route densities ranging from low to moderate, depending on the alternative considered. As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

The following table displays the motorized route density for the 5th field hydrologic units found in the Salmon-Cobalt Ranger District.

Table B 222. Motor vehicle route density in miles per square mile, management prescription 5b (Salmon-Cobalt Ranger District)

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Carmen Creek-Salmon River	1.9	1.5	1.2	1.8	1.6
Hat Creek-Salmon River	1.9	1.5	1.0	1.5	1.4
Indian Creek-Salmon River	3.2	1.7	1.2	2.3	1.9
Napias Creek	2.0	0.7	0.9	1.5	1.1
Twelvemile Creek-Salmon River	0.8	0.6	0.6	1.0	0.7
Williams Creek-Salmon River	2.3	1.2	1.0	1.6	1.1

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in all five 5th field HUCs involved with this management prescription. In in all five 5th level watersheds shown in the table above the 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative maintain or decrease route densities when compared to the No Action Alternative and Alternatives 1 and 4 for the Carmen Creek-Salmon River, Hat Creek-Salmon River and Indian Creek-Salmon River 5th level watersheds. In each of these watersheds, when the 2014 FSEIS Alternative is compared to Alternative 3, route density is higher. Alternative 3 proposed to reduce route densities the most in all of the 5th level watersheds except Napias Creek. However, it did not provide some of the recreation opportunities that would balance motorized and non-motorized use in the area. For example, the Preferred Alternative (Alternative 5) designates eight previously unauthorized trails (U232126D, U222012E, U232112G, U232113B, U232128A, U202220C, U212229A, and U222118F) that provide motorized access through the area. Alternative 3 did not designate these trails and did not offer motor vehicle trail access in this area. Although Alternative 4 offered more overall motor vehicle access there would be greater impacts to soils, water and vegetative resources. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. All of the previously unauthorized routes designated for motor vehicle use were in areas open to cross-country motor vehicle travel on the 1988 travel map.

In both the 2009 ROD Alternative and the 2014 FSEIS Alternative there are no miles of designated routes within 300 feet of 303(d) listed streams within the Hat Creek-Salmon River, Indian Creek-Salmon River or the Napias Creek 5th level watersheds. The lack of miles of routes within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motorized trail use. In the Carmen Creek-Salmon River, Twelvemile Creek-Salmon River and Williams Creek-Salmon River 5th level watersheds, the 2014 FSEIS Alternative proposes to maintain or reduce the number of designated miles or routes within 300 feet of water quality impaired streams when compared to the No Action Alternatives and Alternatives 1, 3 and 4. Reducing the miles of routes within 300 feet of water quality impaired streams reduces the introduction of road and trail-related surface runoff water, erosion and sedimentation into these streams. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are low in the Hat Creek-Salmon River, Carmen Creek-Salmon River 5th field hydrologic unit, and

moderate in the Napias Creek 5th field hydrologic unit, and high in the Indian Creek-Salmon River, and Williams Creek-Salmon River, and Twelvemile Creek-Salmon River under the 2014 FSEIS Alternative.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within the three delineations of Prescription 5B on the Salmon-Cobalt Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 223. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 5b (Salmon-Cobalt Ranger District)

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Carmen Creek-Salmon River	73,303	27,199 [37]	34,949 [48]	51,027 [70]	52,377 [71]	45,224 [62]	48,010 [65]
Hat Creek-Salmon River	49,675	10,159 [20]	12,873 [26]	17,203 [35]	24,378 [49]	16,363 [33]	23,0024 [45]
Indian Creek-Salmon River	10,550	19 [0]	11,512 [11]	42,407 [39]	49,970 [46]	37,145 [34]	46,086 [42]
Napias Creek	56,538	709 [1]	1,306 [2]	28,484 [50]	31,245 [55]	13,128 [23]	27,899 [49]
Twelvemile Creek-Salmon River	51,746	13,532 [26]	21,146 [41]	29,883 [58]	33,197 [64]	19,456 [38]	32,502 [63]
Williams Creek-Salmon River	50,391	8,019 [16]	9,245 [18]	18,968 [38]	22,675 [45]	13,407 [27]	20,694 [41]

The 2009 Preferred Alternative and the 2014 FSEIS Alternative increase habitat security and protection during critical life stages when compared to the Existing Conditions and Alternatives 0 and 4 within all of the 5th field hydrologic units. In all of the watersheds, Alternatives 3 offers higher percentages of habitat protection and security than Alternative 5.

On the 1988 Travel Map, trails in the area of Management Prescription 5B within the Carmen Creek-Salmon River watershed and Twelvemile Creek-Salmon River watershed were located within areas with use restrictions for big game security and erosion control. Prescription 5B in the Hat Creek-Salmon River, Indian Creek-Salmon River, and Williams Creek-Salmon River watersheds were in areas that were primarily open to cross-country motor vehicle travel with some areas of use restrictions for big game security or erosion control. The area of Management Prescription 5B within the Napias Creek 5th field hydrologic unit was in an area open cross-country motor vehicle travel year long. The responsible official chose to include eight previously unauthorized routes to provide loop trails requested by BLM (U202220C and U212229A), to create OHV loop opportunities (U232126D and U232113B), to provide access to dispersed camping and firewood (U222012E and U232112G), and to provide dispersed camping access and a recreation opportunity close to the town of Salmon (U222118F).

Trails 6093 and 6094 in the Hat Creek-Salmon River 5th field hydrologic unit were designated for seasonal use (seasonal open period B July 1 through September 30) to provide a seasonal motorized recreation experience that protects calving and fawning habitat, while providing a general hunting motorized opportunity. Trails 6067 and 6068 in Indian Creek 5th field hydrologic unit, and 6067 and 6255 in Napias Creek 5th field hydrologic unit, all trails in areas previously open to cross-country motor vehicle travel, were designated for seasonal use (seasonal open period A May 22 through September 7) to provide a balance between bow-hunters and motorized recreationists. This reduction in access to motorized vehicle uses also improves habitat security in these watersheds. The 2014 FSEIS proposes to designate Trails 6067 (in the Indian Creek-Salmon River watershed) and 6068 for 2-wheeled seasonal use because these trails are not wide enough to support ATV use.

In the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative, trails 6065, 6068, 6076 and 65078 were reduced in length by 3.16, 0.05, 0.01 and 0.01 miles respectively, which also improved habitat security in the respective watersheds.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the ROD Alternative and the 2014 FSEIS Alternative for the Salmon Cobalt Ranger District, Prescription 5B.

Table B 224. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative management prescription 5b (Salmon-Cobalt Ranger District)

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Carmen Creek-Salmon River 5th Level Hydrologic Unit			
U232126D Un-named	OHV1	OHV1	same
Hat Creek-Salmon River 5th Level Hydrologic Unit			
6092 North Fork Hat Creek	OHV1	OHV1	same

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
6093 Big Hat Creek	NA	ATV1	same
6093 Big Hat Creek	OHV1	2WLB	same
6094 Iron Mountain	OHV1	2WLB	same
Indian Creek-Salmon River 5th Level Hydrologic Unit			
60051 Sawmill Gulch	2WL1	2WL1	same
6052 Gannet Creek	OHV1	OHV1	same
6065 Moose Creek Driveway	OHV1	ATV1	same
6067 Hornet Creek	OHV1	ATVA	2WLA
6068 Little Moose Creek	OHV1	ATVA	2WLA
6076 Daly Creek	OHV1	OHV1	same
6120 Diamond Gulch	OHV1	OHV1	same
65078 Sawmill Gulch	OHV1	OHV1	same
U222012E Un-named	NA	OHV1	same
U222012G Un-named	OHV1	OHV1	same
U232113B Un-named	OHV1	OHV1	same
U232128A Un-named	OHV1	OHV1	same
Napias Creek 5th Level Hydrologic Unit			
6065 Moose Creek Driveway	OHV1	ATV1	same
6067 Hornet creek	OHV1	ATVA	same
6255 Mukluk	OHV1	2WLA	same
Twelvemile Creek-Salmon River 5th Level Hydrologic Unit			
60014 Twelve Mile	R1	2WLA	same
60224 Upper Twelve Mile	R1	2WLA	same
6101	2WL1	2WLA	same

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Twelvemile Meadow			
U202220C Un-named	OHV1	OHV1	same
U212229A	OHV1	OHV1	same
Williams Creek-Salmon River 5th Level Hydrologic Unit			
60027 Perreau Creek	NA	ATV1	same
6074 Bob Moore	ATV3	ATVD	
65003 Blackrock	R1	OHV1	

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Many trails within this Prescription, for the Salmon Cobalt Ranger District, did not have comments. The following table displays a sampling of comments for those trails which did receive input:

Table B 225. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 5b (Salmon-Cobalt Ranger District)

Trail Number and Name	Letter #	Comment
6092 North Fork Hat Creek	926	"Designate the two-wheel trails going to Hat Creek lakes (6092, 6093, and 6094) as seasonal routes and designate trail 6090 non-motorized. This would protect important mountain goat habitat."
6093 Big Hat Creek	926	"Designate the two-wheel trails going to Hat Creek lakes (6092, 6093, and 6094) as seasonal routes and designate trail 6090 non-motorized. This would protect important mountain goat habitat."
6094 Iron Mountain	926	"Designate the two-wheel trails going to Hat Creek lakes (6092, 6093, and 6094) as seasonal routes and designate trail 6090 non-motorized. This would protect important mountain goat habitat."
6067 Hornet Creek	598	"6067, 6068 - Close to all motorized access. Wildlife security, quality of hunt experience, resource protection."
6068 Little Moose Creek	598	"6067, 6068 - Close to all motorized access. Wildlife security, quality of hunt experience, resource protection."
6067 Hornet creek	1003	Trail # 6067 leave open year round as all open in Hornet
60014 Twelve Mile	770	". . . some routes were designated for motorized travel in Alternative 2 and/or Alternative 3 but were not designated in the "Motorized Friendly" Alternative 4. I pointed out routes 60128, 60406-A, 65032, 60014, 60027, and 65003 as examples of this apparent discrepancy."
60224 Upper Twelve Mile	1048	12 Mile road (60224) should be closed to reduce impacts to higher elevation forests.

Trail Number and Name	Letter #	Comment
6101 Twelvemile Meadow	1021	". . . specific site of concern is in the 12 mile area. We are extremely opposed to increase of any motorized travel in this area. To violate this small area where animals and people who need a place to get away from ATV's (all-terrain vehicles) would be a gross mistake.
60027 Perreau Creek	770	". . . some routes were designated for motorized travel in Alternative 2 and/or Alternative 3 but were not designated in the "Motorized Friendly" Alternative 4. I pointed out routes 60128, 60406-A, 65032, 60014, 60027, and 65003 as examples of this apparent discrepancy."
6074 Bob Moore	1064	"A Spur Road, B Spur Road, Bob Moore Trail. Make them all seasonal including the bottom portion of Bob Moore Trail. Bob Moore Trail intersects A & B Spur Roads. ATV's (all-terrain vehicles) and motorbikes drive up lower Bob Moore Trail and then get on closed roads. Our family hunts in this area on foot and we do not appreciate those who take motorized vehicles in those gated areas."
65003 Blackrock	770	"Regarding the Black Rock Road (route no. 65003), from its intersection with A Spur (route no. 60127) to the Stormy Peak Road (route no. 60023). In Alternatives 2, 3 and 4, the Black Rock Road season use designation is R4, except for the last 3/8 of a mile from the intersection with A Spur to the Stormy Peak Road, which is designated R4. It doesn't make much sense to terminate a R1 route 3/8 of a mile (or less) from another R1 road. The season of use designation for that portion of the road from the Black Rock Road intersection with A Spur, to the Stormy Peak Road should be changed from R4 to Rl."

Letter #598 received during the comment period asked that the previously authorized routes 6067 Hornet Creek and 6068 Little Moose Creek proposed for designation in the Indian Creek and Napias Creek 5th field hydrologic units be closed to motor vehicle use, while letter #1001 asked that the routes be left open year-round.

Letters #770, #1028 and #1041 stated conflicting views on trails within the Twelvemile area, suggesting a discrepancy in Alternatives (60014), requesting no motorized use in the area (60224), and requesting no increase in motorized use (6101).

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription. The responsible official designated routes to balance public desires for motorized and non-motorized recreation opportunities. As displayed under criteria 2 above, routes 60014 and 60224, two previously authorized roads in the Twelvemile area, were designated as trails to support existing 2-wheeled trail use through the area. In the 2014 FSEIS, Trails 6067 (Indian Creek-Salmon River watershed) and 6068 are proposed for 2-wheeled seasonal use because these trails are too narrow for ATV use. . Seasonal restrictions were maintained for all of these roads to provide wildlife security (FEIS Appendix H p. H-2).

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within delineations

of management prescription 5B on the Salmon-Cobalt Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle.

The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 2009 FEIS.

Table B 226. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 5b (Salmon-Cobalt Ranger District)

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
Carmen Creek-Salmon River 5th Level Hydrologic Unit			
U232126D Un-named	Alts. 4 and 5: OHV1	OHV1	same
Hat Creek-Salmon River 5th Level Hydrologic Unit			
6092 North Fork Hat Creek	Alts. 0 and 4: OHV1 Alt. 1: 2WL1 Alt. 3: 2WL5 Alt. 5: 2WL5	2WLB	same
6093 Big Hat Creek	NA	ATV1	same
6093 Big Hat Creek	Alt. 0: OHV1 Alts. 1 and 4: 2WL1 Alt. 5: 2WL5	2WLB	same
6094 Iron Mountain	Alt. 0: OHV1 Alts. 1 and 4: ATV1 Alt. 3 and 5: 2WL5	2WLB	same
Indian Creek-Salmon River 5th Level Hydrologic Unit			
60051 Sawmill Gulch	Alts. 0, 1, 3, 4 and 5: 2WL1	2WL1	same
6052 Gannet Creek	Alts. 0, 4 and 5: OHV1	OHV1	same
6065 Moose Creek Driveway	Alt. 0: OHV1 Alt. 1, 4 and 5: ATV1	ATV1	same
6067 Hornet Creek	Alts. 0 and 4: OHV1 Alt. 1: ATV1 Alt. 4: ATV2	ATVA	2WLA
6068 Little Moose Creek	Alts. 0 and 4: OHV1 Alt. 3: ATV1 Alt. 5: ATV2	ATVA	2WLA
6076 Daly Creek	Alt. 0: OHV1 Alts. 4 and 5: OHV1	OHV1	same
6120 Diamond Gulch	Alts. 0, 4 and 5: OHV1	OHV1	same
65078	Alts. 0, 1, 3, 4 and 5:	OHV1	same

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
Sawmill Gulch	OHV1		
U222012E Un-named	Alts. 4 and 5: OHV1	OHV1	same
U222012G Un-named	Alts. 0, 4 and 5: OHV1	OHV1	same
U232113B Un-named	Alts. 4 and 5: OHV1	OHV1	same
U232128A Un-named	Alt. 5: OHV1	OHV1	same
Napias Creek 5th Level Hydrologic Unit			
6065 Moose Creek Driveway	Alt. 0: OHV1 Alts. 1, 4 and 5: ATV1	ATV1	same
6067 Hornet creek	Alts. 0 and 4: OHV1 Alt. 1: ATVA Alt. 5: ATV2	ATVA	same
6255 Mukluk	Alt. 0: OHV1 Alts. 4 and 5: 2WL1	2WL1	same
Twelvemile Creek-Salmon River 5th Level Hydrologic Unit			
60014 Twelve Mile	Alt. 3: 2WL4 Alt 5: 2WLA	2WLA	same
60224 Upper Twelve Mile	NA	2WLA	same
6101 Twelvemile Meadow	Alts. 0 and 1: 2WL1 Alt. 4: ATV1 Alt. 5: 2WLA	2WLA	same
U202220C Un-named	Alts. 0, 4 and 5: OHV1	OHV1	same
U212229A	Alts. 0, 4 and 5: OHV1	OHV1	same
Williams Creek-Salmon River 5th Level Hydrologic Unit			
60027 Perreau Creek	Alts. 3 and 5: ATV1	ATV1	same
6074 Bob Moore	Alts. 0, 1 and 3: ATV3 Alt. 4: ATV2 Alt. 5: ATVD	ATVD	same
65003 Blackrock	Alts. 3 and 5: OHV1	OHV1	same

Within Prescription 5B, Salmon-Cobalt Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified. Extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and Salmon field offices of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Prescription 5B, Salmon Cobalt Ranger District, is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, and wildlife the most of all action alternatives, the 2014 FSEIS Alternative best meets the purpose and need because it is most responsive to opposing public views for motorized and non-motorized trail uses. The responsible official chose to maintain the existing system of designated motor vehicle trails within this management area to maintain loop opportunities and access, and provide recreation opportunities near the town of Salmon, Idaho.

Eight previously unauthorized routes were added to the designated system of motor vehicle trails under the 2014 FSEIS Alternative . The responsible official chose to designate the trails for motor vehicle use because they are located in an area that had been previously open to cross-country travel and wanted create loop opportunities and access to dispersed camping and firewood.

The responsible official minimized conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses by the designing a system that meets management area direction to emphasize dispersed recreation opportunities and allowing such uses as four-wheel driving and motorcycling. There would be no changes of trail designations between the 2009 ROD Alternative and the 2014 FSEIS Alternative within Management Area 5B on the Salmon Cobalt Ranger District.

Management Prescription 8A (Leadore Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on maintaining or improving soil and vegetation conditions. Condition is improved through use of vegetation and soil restoration practices, improved livestock management, and regulation of other resource activities. Investments are made in compatible resource activities. Dispersed recreation opportunities vary between semi-primitive non-motorized and roaded natural. Management activities are evident but harmonize and blend with the natural setting.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Design and implement management activities to blend with the natural landscape.	When projects require clearing of vegetation and/or soil disturbance, use irregular clearing edges and shapes to blend with the natural landscape.
2) Meet established Visual Quality Objectives as mapped.	
3) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.

Prescription 8A is found on the Leadore Ranger District and is located in the Hawley Creek, Lower Lemhi River and Upper Lemhi River 5th level hydrologic unit codes (HUC's) or watersheds. This Prescription contains a system of eight designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. Five unauthorized routes have been designated as part of the system of trails within this management area.

The watersheds and associated designated system of trails within Prescription 8A for the Leadore Ranger District are displayed in the following table.

Table B 227. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 8A

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
6343 Rocky Canyon	Trail - ATV closed and two wheeled open	Leadore	Hawley Creek	0.89
6099 Way 91	Trail - ATV and two wheeled open	Leadore	Lower Lemhi River	0.54
6119 Cheney Creek	Trail - ATV closed and two wheeled open	Leadore	Lower Lemhi River	1.49
U192304A	Trail – OHV (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Leadore	Lower Lemhi River	0.62
U172728B	Trail - OHV	Leadore	Upper Lemhi River	1.12
U172729A	Trail - ATV and two wheeled seasonal	Leadore	Upper Lemhi River	0.16

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U172733A	Trail - OHV	Leadore	Upper Lemhi River	3.20
U172733B	Trail - OHV	Leadore	Upper Lemhi River	3.26

In designing a system of designated trails for the Leadore Ranger District portion of Prescription 8A, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Motorized route density, which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

The following table displays the motorized route density for the 5th field hydrologic units found in the Leadore Ranger District, with trails, by alternative and 5th field watershed. Route densities are defined as low (0.1-0.7 mi/mi²), moderate (0.7-1.7 mi/mi²) and high (1.7-4.7 mi/mi²) (AR 031898). As route density decreases and as the distance increase from streams to where routes are located, the sensitivity to erosion and sediment transport to streams is reduced, minimizing impacts to soil and watershed from motor vehicle trails.

Table B 228. Motor vehicle route density in miles per square mile, management prescription 8A

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Hawley Creek	0.8	0.5	0.4	0.8	0.5
Lower Lemhi River	1.8	1.1	1.7	1.2	0.9
Upper Lemhi River	1.7	0.5	0.4	1.1	0.7

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the three 5th field HUCs involved with this management prescription. The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative decrease route densities when compared to the No Action Alternative in all three 5th field hydrologic units. Route densities are slightly higher for the 2014 FSEIS Alternative when compared to Alternative 3, except in the Lower Lemhi River 5th field hydrologic unit. Although Alternative 3 proposed to reduce route density the most of all action alternatives (except in the Lower Lemhi 5th hydrologic unit), this alternative did not provide some desirable recreation opportunities and public access. For example, within the Upper Lemhi River 5th field hydrologic unit with a Management 8A Prescription, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative designate four previously unauthorized trails (U172728B, U172729A, U172733A, and U172733B) that

provide motor vehicle trail access through the area. Alternative 3 did not designate these trails and did not offer motor vehicle trail access in this area. Alternative 4 offered more motor vehicle access and would have greater impacts on soils water, and vegetation. The 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to providing motor vehicle trail access and minimizing impacts to soil and water associated with route density. Route densities are low in the Hawley Creek and Upper Lemhi River 5th field hydrologic units and moderate in Lower the Lemhi River 5th field hydrologic unit.

In the 2009 Preferred Alternative and the 2014 FSEIS Alternative , one previously unauthorized route was designated in Management Prescription 8A in the Lower Lemhi 5th field hydrologic unit. This is trail U192304A. The 2009 ROD allowed for "staged opening after analysis" (ROD p.5) which states "some previously unauthorized routes selected for designation in this decision have not been fully evaluated on the ground for potential safety, resource and/or cultural concerns. Recognizing this, my decision to designate previously unauthorized routes is contingent on successful completion of safety, resource and cultural surveys." Trail U192304A is not proposed for designation in the 2014 FSEIS Alternative because it did not meet resource standard and motor vehicle use would cause direct impacts to soil. The short distance (0.62-mile) of this trail would not affect route density indicators within the 5th field hydrologic unit.

In the 2009 ROD Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417) and the 2014 FSEIS there are no designated routes within 300 feet of 303(d) listed streams within the Hawley Creek 5th field watershed (hydrologic unit), including the No Action Alternative. Because there are no motor vehicle routes within 300 feet of water quality impaired streams, the potential for erosion and sedimentation from motor vehicle trail use is extremely low.

In the Lower Lemhi River and Upper Lemhi River 5th field hydrologic units there are designated roads within 300 feet of streams. In the Lower Lemhi River and Upper Lemhi River 5th field hydrologic units, Alternative 5 minimizes the miles of designated route that are within 300 feet of 303(d) listed streams when compared to the No Action Alternative and Alternatives 1 and 4. When compared to Alternative 3, Alternative 5 has more miles of designated routes within 300 feet of 303(d) listed streams.

Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

Table B 229. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 8A

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Hawley Creek	31,505	6,079 [19]	14,523 [46]	17,753 [56]	22,362 [71]	13,997 [44]	17,010 [54]
Lower Lemhi River	30,337	6,454 [21]	7,941 [26]	11,268 [37]	17,311 [57]	10,978 [35]	12,362 [41]
Upper Lemhi River	97,747	12,064 [12]	21,340 [22]	62,880 [64]	71,408 [73]	42,011 [43]	57,811 [59]

In the Hawley Creek and Lower Lemhi River 5th level watersheds, Alternative 5 and the 2014 FSEIS Alternative increase habitat security and protection when compared to Existing Conditions and Alternatives 0 and 4. Alternative 5 and the 2014 FSEIS Alternative, when compared to Alternative 3, has a lower percentage of secure habitat and protection during critical life stages. In the Upper Lemhi River watershed, Alternatives 1 and 3 offer higher percentages of habitat protection and security than Alternative 5 and the 2014 FSEIS Alternative.

On the 1988 Travel Map, the area of Management Prescription 8A within the Hawley Creek 5th field hydrologic unit was in an area with a use restriction for big game security and erosion control. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official chose The 2014 FSEIS Alternative which retains motor vehicle use on existing Trail 6343. The length of the trail was reduced by 1.06-miles, (from 4.02 miles to 2.96 miles) increasing habitat security off the upper reaches of the trail.

On the 1988 Travel Map, the area of Management Prescription 8A within the Lower Lemhi River 5th field hydrologic unit was in an area open cross-country motor vehicle travel. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, the responsible official selected the 2014 FSEIS Alternative because it offers a balanced approach to motorized and non-motorized uses in an area that had been entirely unrestricted in the past.

On the 1988 Travel Map, the area of Management Prescription 8A within the Upper Lemhi River 5th field hydrologic unit was in an area open cross-country motor vehicle travel. Although Alternative 3 would have minimized impacts to wildlife from motor vehicle use the most, again the responsible official chose Alternative 5 and the 2014 FSEIS Alternative because it offers a balanced approach to motorized and non-motorized uses in an area that had been entirely unrestricted in the past. Trail U172729A is open July 1st to November 15th to provide a seasonal motorized experience that protects calving and fawning habitats as well as providing a general hunting motorized opportunity. With ATV participants more than twice as likely to hunt as non-ATV participants, providing ATV hunt opportunities is important on the SCNF (2009 FEIS, Appendix H p. 3). This seasonal open period prevents motorized vehicles operating during the winter period and protects wintering wildlife species.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the 2009 ROD Alternative and the 2014 FSEIS Alternative for delineations of Management Prescription 8A on the Leadore Ranger District.

Table B 230. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and 2014 FSEIS Alternative, management prescription 8A

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Hawley Creek 5th Level Hydrologic Unit			
6343 Rocky Canyon	Alt. 0: OHV year round	2WL year round (2.96 miles)	same
Lower Lemhi 5th Level Hydrologic Unit			
6099 Way 91	Alt. 0: OHV year round	ATV open year round	same
6119 Cheney Creek	Alt. 0: OHV year round	2 wheeled vehicle open year round	same
U192304A This trail is not proposed for designation in the 2014 FSEIS Alternative	Alts. 3, 4 and 5: OHV open year round	OHV open year round	This trail is not proposed for designation in the 2014 FSEIS Alternative
Upper Lemhi 5th Level Hydrologic Unit			
U172728B	Alt. 0: OHV year round	OHV open year round	same
U172729A	Alt. 0: OHV1	ATV July 1st-November 15th	same
U172733A	Alt. 0: OHV year round	OHV open year round	same
U172733B	Alt. 0: OHV year round	OHV open year round	same

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document

The following table displays a sampling of comments for those trails which did receive input.

Table B 231. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 8A

Trail Number and Name	Letter #	Comment
6343 Rocky Canyon	1003	Trail 6343 leave open to Road 60176 in the Wildcat area hunting.
6099 Way 91	948	6096 and 6099 - open seasonal - all vehicles.
6119 Cheney Creek	No Comments Received	
U192304A	1048	"Haynes road U192304A should be 2-wheel vehicle only because it turns into a 2 wheel road after a short distance and it would have to be improved to allow ATV (all-terrain vehicle) traffic."
U172728B	No Com-ments Re-ceived	
U172729A	601	"U162501A, U162606A, U172628F, U172622F, U172635A, U172602A, U172729A, U1727280, U162804A, 64026, U202413A - close"
U172733A	777	". . . Add U172733B and U172733A."
U172733B	777	". . . Add U172733B and U172733A."

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for delineations of this management prescription. In comparing the No Action Alternative to the 2014 FSEIS Alternative (see criteria 2 above) no fundamental changes were made in the type of vehicle class use. Comments for trails 6343 and U192304A requested they be designated as two wheel vehicle use only as ATV use would require trail improvements to allow ATV traffic. Trail 6343 was designated for two-wheeled motor vehicle use to provide access for hunting in the Wildcat Area. Trail U192304A was designated as for OHV use under the 2009 ROD Alternative, but because of poor condition the proposed 2014 FSEIS Alternative is not proposing to designate this trail for motor vehicle use.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 8A, Leadore Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The following table shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 20009 FEIS.

Table B 232. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 8A

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
Hawley Creek 5th Level Hydrologic Unit			
6343 Rocky Canyon	Alt. 0: OHV year round Alts. 1 – 2WL (4.02 miles) year round Alts. 4 and 5 (2.96 miles) year round	2WL year round (2.96 miles)	same
Lower Lemhi 5th Level Hydrologic Unit			
6099 Way 91	Alt. 0: OHV year round Alt 1: 2 wheel year round Alt. 3: ATV May 22nd-through Sept. 7th Day-August 25th Alt. 4: OHV Alt. 5: ATV open year round	ATV open year round	same
6119 Cheney Creek	Alt. 0: OHV year round Alt. 1, 3, 4 and 5: 2 wheel open year round	2 wheeled vehicle open year round	same
U192304A This trail is not proposed for designation in the 2014 FSEIS Alternative	Alts. 3, 4 and 5: OHV open year round	OHV open year round	This trail is not proposed for designation in the 2014 FSEIS Alternative
Upper Lemhi 5th Level Hydrologic Unit			
U172728B	Alts. 0, 4 and 5: OHV year round	OHV open year round	same
U172729A	Alt. 0: OHV1 Alt.4: ATV year-round	ATV July 1st-November 15th	same
U172733A	Alts. 0, 4 and 5: OHV year round	OHV open year round	same
U172733B	Alts. 0, 4 and 5: OHV year round	OHV open year round	same

Within Prescription 8A, Leadore Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified. However, it should be noted that extensive cooperation and coordination occurred between the Salmon-Challis National Forest Service and the Salmon field office of the BLM to consistently designate adjoining routes and ensure consistency of vehicle type and seasonal open periods to minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. Prescription 8A, Leadore Ranger District, is not densely populated. Motor vehicle use is compatible with the existing condition.

Conclusion

The 2014 FSEIS Alternative was chosen for implementation because it met the Purpose and Need to provide a variety of recreation opportunities and best balanced public desires for motorized and non-motorized uses of all action alternatives, while minimizing impacts to Forest resources. Although Alternative 3 would minimize impacts to soil, water, vegetation, and disturbances to wildlife and wildlife habitats the most, the 2014 FSEIS Alternative was selected to maintain popular access on some existing system trails and designate four unauthorized trails that were in areas previously open to cross-country travel. The 2014 FSEIS Alternative does not designate Trail U192304A because it is in poor condition and resource damage was observed on the trail.

Management Prescription 8A (Salmon-Cobalt Ranger District)

The Salmon National Forest Plan describes a management prescription for these areas as:

Management emphasis is on maintaining or improving soil and vegetation conditions. Condition is improved through use of vegetation and soil restoration practices, improved livestock management, and regulation of other resource activities. Investments are made in compatible resource activities. Dispersed recreation opportunities vary between semi-primitive non-motorized and roaded natural. Management activities are evident but harmonize and blend with the natural setting.

General direction and Standards and Guidelines are summarized below.

General Direction	Standards and Guidelines
1) Design and implement management activities to blend with the natural landscape.	When projects require clearing of vegetation and/or soil disturbance, use irregular clearing edges and shapes to blend with the natural landscape.
2) Meet established Visual Quality Objectives as mapped.	
3) Semi-primitive non-motorized, semi-primitive motorized, and roaded natural recreation opportunities can be provided.	Specify off-road vehicle restrictions based on ORV use management and display in the Forest Travel Plan.

Delineations of Management Prescription 8A on the Salmon-Cobalt Ranger District are located in the Iron Creek-Salmon River and Williams Creek-Salmon River 5th field hydrologic unit codes (HUC's) or watersheds. These delineations contain a system of thirteen designated trails which were included in the 2009 ROD Alternative and carried forward into the 2014 FSEIS Alternative. Nine unauthorized routes were designated as part of the system of trails.

The watersheds and associated designated system of trails within Prescription 8A for the Salmon Cobalt Ranger District are displayed in the following table.

Table B 233. System of designated motor vehicle trails (2009 ROD Alternative), management prescription 8A

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U182135A	Trail - OHV	Salmon-Cobalt	Iron Creek–Salmon River	0.80
60027 Perreau Creek	Trail - ATV and two wheeled open	Salmon-Cobalt	Williams Creek–Salmon River	2.62
6074 Bob Moore	Trail - OHV	Salmon-Cobalt	Williams Creek–Salmon River	0.62
6074 Bob Moore	Trail - ATV and two wheeled seasonal	Salmon-Cobalt	Williams Creek–Salmon River	0.41
65003 Blackrock	Trail - OHV	Salmon-Cobalt	Williams Creek–Salmon River	2.10
U222123A	Trail – OHV (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Salmon-Cobalt	Williams Creek–Salmon River	0.15

Trail Number and Name	Status	District	5th Field Hydrologic Unit	Miles
U222123B	Trail – OHV (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Salmon-Cobalt	Williams Creek–Salmon River	0.94
U222123C	Trail – OHV (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Salmon-Cobalt	Williams Creek–Salmon River	0.65
U222123D	Trail - OHV	Salmon-Cobalt	Williams Creek–Salmon River	0.39
U222123G	Trail - OHV	Salmon-Cobalt	Williams Creek–Salmon River	0.20
U222123I	Trail - OHV	Salmon-Cobalt	Williams Creek–Salmon River	0.19
U222123L	Trail – OHV (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Salmon-Cobalt	Williams Creek–Salmon River	0.11
U222126C	Trail – OHV (This trail is not proposed for designation in the 2014 FSEIS Alternative)	Salmon-Cobalt	Williams Creek–Salmon River	0.26

In designing a system of designated trails for Prescription 8A on the Salmon-Cobalt Ranger District, the Responsible Official considered the management plan direction described above as well as balancing the requirements of the Purpose and Need for agency action, particularly the purpose to design a well-balanced and workable system of trails that addresses both current and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns, reduces impacts to forest resources, and reduces conflicts among recreation uses.

Minimization Criteria

1. Damage to soil, watershed, vegetation, and other forest resources

Moto vehicle route density (an indicator to assess potential impacts to soil and water resources), which includes both roads and motor vehicle trails, varies among alternatives and 5th field hydrologic unit within delineations of this Management Prescription. Route densities and their locations within watersheds are typically correlated with areas of higher sensitivity to erosion and sediment transport to streams (USDA FS 1996).

Lower route density and greater distance from streams where routes are located, reduces sensitivity to erosion and sediment transport to streams, and minimizes impacts to soil and watershed from motor vehicle use.

The following table displays the motorized route density for the 5th field hydrologic units found in the Salmon Cobalt Ranger District, with trails, by alternative.

Table B 234. Motor vehicle route density in miles per square mile, management prescription 8A

5th Field HUC	No Action Alternative	Alternative 1	Alternative 3	Alternative 4	Alternative 5
Iron Creek-Salmon River	1.6	0.9	0.9	1.1	0.9
Williams Creek-Salmon River	2.3	1.2	1.0	1.6	1.1

The 2009 Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative have the same route densities in the Iron creek-Salmon River and Williams Creek-Salmon River 5th field HUCs. In the Iron Creek-Salmon River 5th level watershed, the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative reduce route densities when compared to the No Action Alternative. Alternatives 1 and 3 have the same route density as the Preferred Alternative. In the Williams Creek-Salmon River 5th level watershed the Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative decrease route densities when compared to the No Action Alternative and Alternatives 1 and 4. Route densities are slightly higher for Alternative 5 when compared to Alternative 3. While Alternative 3 proposed to reduce route density the most of all action alternatives, this alternative did not provide some of the recreation opportunities and access public commenters requested. The Preferred Alternative (Alternative 5) and the 2014 FSEIS Alternative strikes a balance among the various action alternatives with regard to reducing route densities within 5th field hydrologic units in Prescription 8A, Salmon Cobalt Ranger District.

In the 2009 Preferred Alternative and the 2014 FSEIS Alternative, nine previously unauthorized routes were designated in delineations of Management Prescription 8A on the Salmon-Cobalt Ranger District. The 2009 ROD allowed for “staged opening after analysis” (ROD p.5) which states “some previously unauthorized routes selected for designation in this decision have not been fully evaluated on the ground for potential safety, resource and/or cultural concerns. Recognizing this, my decision to designate previously unauthorized routes is contingent on successful completion of safety, resource and cultural surveys.” Trails U222123A, U222123B, U222123C, U222123I, U222123L and U222126C (totaling 2.11 miles) would not be designated in the 2014 FSEIS Alternative because they are in poor condition and motor vehicle use would cause direct impacts to soil and watershed. Not designating trails in poor condition reduces impacts to soil and water from motor vehicle use. The combined distance of these trails would not affect route density indicators.

The delineations of Management Prescription 8A are just west of the town of Salmon, Idaho, which is a very popular area for OHV and ATV riding. Some of these delineations were in areas previously open to cross-country motor vehicle travel. Management emphasis is on “maintaining or improving soil and vegetation conditions and condition is improved through use of vegetation and soil restoration practices, improved livestock management, and regulation of other resource activities.” Regulation of motor vehicle use in this area through implementation of the Travel Management Rule will improve soil and vegetation conditions.

In the 2009 ROD Alternative (Table 3-9, 2009 FEIS p. 3.35, AR046417) and the 2014 FSEIS Alternative there are no miles of designated routes within 300 feet of 303(d) listed streams within the Iron Creek-Salmon River 5th level watershed (hydrologic unit), including the No Action Alternative. The lack of miles of routes within 300 feet of water quality impaired streams precludes the potential for erosion and sedimentation, and impacts to soil and water related to motor vehicle trail use.

In the 2009 ROD Alternative and in the 2014 FSEIS Alternative, in the Williams Creek-Salmon River watershed, there are designated roads within 300 feet of water-quality streams. In this watershed the number of miles of designated routes, within 300 feet of water-quality streams, ranges from 12 to 8. In comparing the 2014 FSEIS Alternative to all of the other alternatives it maintains or reduces the number of miles of designated road within 300 feet of water-quality limited streams (). Minimizing damage to vegetation has been addressed primarily through project design features and avoiding sensitive areas. Project design features are described in the 2009 FEIS (pp-2.7-2.11, AR046334-046336), have been incorporated into the 2014 FSEIS Alternative.

The Salmon LRMP does not identify desired future conditions for sensitive plants. In the environmental consequences section, the plan states "the Forest Service list of Sensitive Plant and Animal Species includes those species identified by the Regional Forester for which continuation of population viability is a concern. These species are not protected under the Endangered Species Act. However, protection is assured under the National Policy and the Guidelines for Sensitive Species Occurring on National Forest System Lands. The Forest Service will not authorize or conduct any project or action that is likely to jeopardize the continued existence of any sensitive species" (FEIS IV-25) (AR028404).

2. Harassment of wildlife and significant disruption of wildlife habitats

Ungulate big game species on the SCNF include elk, mule deer, bighorn sheep, and mountain goats. For big game species, habitat security analysis was done using yearlong open motorized routes (AR046491). The following table displays the acres and percent of habitat security by 5th field hydrologic unit within delineations of Prescription 8A on the Salmon-Cobalt Ranger District. This information is from Appendix A, Table A-4 of the Wildlife Specialist Report (AR041993-041996).

Table B 235. Comparison of acres and percent habitat security by 2009 Alternatives, management prescription 8A

HUC	HUC Acres	Existing Condition (acres [%])	Alternative				
			0 (acres [%])	1 (acres [%])	3 (acres [%])	4 (acres [%])	5 (acres [%])
Iron Creek-Salmon River	50,037	7,111 [14]	7,887 [16]	25,298 [52]	26,797 [54]	20,108 [40]	26,511 [53]
Williams Creek-Salmon River	50,391	8,019 [16]	9,245 [18]	18,968 [38]	22,675 [45]	13,407 [27]	20,694 [41]

In the Iron Creek-Salmon River and Williams Creek-Salmon River 5th level watersheds, Alternative 5 and the 2014 FSEIS Alternative increase habitat security and protection during critical life stages when compared to Existing Conditions, the No Action Alternative and Alternative 4. Alternative 5, when compared to Alternative 3, has a slightly lower percentage of secure habitat and protection during critical life stages: 53 percent compared to 54 percent in the Iron Creek-Salmon River 5th field hydrologic unit and 41 percent compared to 45 percent in the Williams Creek-Salmon River 5th field hydrologic unit.

In a letter dated April 10, 2007 (AR00647), Fish and Game recommended (AR00647), "We would like travel off designated routes for game retrieval to be prohibited." Under the 2009 ROD

Alternative and the 2014 FSEIS Alternative, off-road game retrieval is prohibited which reduces disturbance to wildlife and wildlife habitats.

The following table compares trail designations from the 2009 FEIS for the No Action Alternative, the ROD Alternative and the 2014 FSEIS Alternative for the Salmon-Cobalt Ranger District, Prescription 8A.

Table B 236. Comparison of vehicle class designations for the No Action Alternative, 2009 ROD Alternative, and FSEIS Alternative, management prescription 8A

Trail Number and Name	No Action Alternative	2009 ROD Alternative	2014 FSEIS Alternative
Iron Creek – Salmon River 5th Level HUC			
U182135A-Un-named	Not Applicable	ATV year round	same
Williams Creek – Salmon River 5th Level HUC			
60027 Perreau Creek	Road open year round	ATV year round	same
6074 Bob Moore	Road open year round (3.70 mile segment)	ATV May 22nd-September 30th	same
6074 Bob Moore	Road open year round (0.62 mile segment)	OHV open year round	same
65003 Blackrock	Road open year round	OHV open year round	same
U222123A Un-named	Road open year round (This trail is not proposed for designation in the 2014 FSEIS Alternative)	OHV open year round	(This trail is not proposed for designation in the 2014 FSEIS Alternative)
U222123B Un-named	Road open year round (This trail is not proposed for designation in the 2014 FSEIS Alternative)	OHV open year round	(This trail is not proposed for designation in the 2014 FSEIS Alternative)
U222123C Un-named	Road open year round (This trail is not proposed for designation in the 2014 FSEIS Alternative)	OHV open year round	(This trail is not proposed for designation in the 2014 FSEIS Alternative)
U222123D Un-named	Road open year round	OHV open year round	same
U222123G Un-named	Road open year round	OHV open year round	same
U222123I Un-named	Road open year round	OHV open year round	same
U222123L Un-named	Road open year round (This trail is not proposed for designation in the 2014 FSEIS Alternative)	OHV open year round	(This trail is not proposed for designation in the 2014 FSEIS Alternative)
U222126C Un-named	Road open year round (This trail is not proposed for designation in the 2014 FSEIS Alternative)	OHV open year round	(This trail is not proposed for designation in the 2014 FSEIS Alternative)

3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System Lands or neighboring Federal lands

During the public comment period for the DEIS (Sept. 27, 2008 – Nov. 25, 2008), the Forest received extensive comments about the designation of motor vehicle trails under this project. Comments are summarized in the Content Analysis Summary for the DEIS (AR044946-045569) and all letters, forms and comments on maps are included in the Administrative Record. Public comments from the August 10, 2013-November 1, 2013 period for the 2014 FSEIS (comment period extended due to the government shutdown from October 1-17, 2013) and Forest Service responses are included in Appendix F of this document.

Many trails within this Prescription, for the Salmon Cobalt Ranger District, did not receive public comments. The following table displays a sampling of comments for those trails which did receive input. No comments were received for trails within the Iron Creek-Salmon River watershed. As a result, no table is included for this watershed. Comments were received only on trails within the William Creek-Salmon River watershed.

Table B 237. Site-specific public comments by letter identification number for motor vehicle trails within the management area or prescription area, management prescription 8A

Trail Number and Name	Letter #	Comment
60027 Perreau Creek	770	". . . some routes were designated for motorized travel in Alternative 2 and/or Alternative 3 but were not designated in the "Motorized Friendly" Alternative 4. I pointed out routes 60128, 60406-A, 65032, 60014, 60027, and 65003 as examples of this apparent discrepancy."
6074 Bob Moore	1064	"A Spur Road, B Spur Road, Bob Moore Trail. Make them all seasonal including the bottom portion of Bob Moore Trail. Bob Moore Trail intersects A & B Spur Roads. ATV's (all-terrain vehicles) and motorbikes drive up lower Bob Moore Trail and then get on closed roads. Our family hunts in this area on foot and we do not appreciate those who take motorized vehicles in those gated areas."
65003 Blackrock	1001	"Regarding the Black Rock Road (route no. 65003), from its intersection with A Spur (route no. 60127) to the Stormy Peak Road (route no. 60023). In Alternatives 2, 3 and 4, the Black Rock Road season use designation is R4, except for the last 3/8 of a mile from the intersection with A Spur to the Stormy Peak Road, which is designated R4. It doesn't make much sense to terminate a R1 route 3/8 of a mile (or less) from another R1 road. The season of use designation for that portion of the road from the Black Rock Road intersection with A Spur, to the Stormy Peak Road should be changed from R4 to Rl."

The Responsible Official considered conflicting desires for non-motorized uses and motor vehicle uses of various types in addition to minimizing impacts to soil, water and vegetation and significant disruptions to wildlife and wildlife habitat when designing the system of routes for areas covered under this Prescription.

In response to public comment, Trail 60027 was designated as an ATV trail in the 2009 ROD Alternative and the 2014 FSEIS Alternative. Most of Trail 6074 was designated for seasonal ATV use from May 22nd to September 30th and Trail 65003 was designated for OHV use year round, instead of a road designation because it is not suited or safe for passenger vehicles.

4. Conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands

Appendix H in the 2009 FEIS displays the class of vehicle and season of use analyzed for each route by alternative. As required by the Travel Management Rule, the Salmon-Challis National Forest designed a system of roads, trails and areas open to motor vehicle use within Prescription 8A, Salmon-Cobalt Ranger District, by class of vehicle and if appropriate, by time of year (AR47071, ROD pg. 1). Routes proposed for designation were often evaluated for more than one class of motor vehicle and season of use if such use was appropriate and the route met standards for that particular class of motor vehicle. The table below shows those trails which were evaluated for different classes of motor vehicle use in different alternatives in the 20009 FEIS.

Table B 238. Comparison of motor vehicle trail vehicle class and season of use by 2009 alternative and 2014 FSEIS Alternative for motor vehicle trails within the management area or prescription area, management prescription 8A

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
Iron Creek-Salmon River 5th level HUC			
U182135A-Un-named	Alt. 5: OHV year round	OHV year round	same
Williams Creek 5th level HUC			
60027 Perreau Creek	Alts. 0, 1 and 4: Road open year round	ATV year round	same
6074 Bob Moore	Alts. 0, 1 and 5: Road open year round	ATV May 22nd-September 30th (3.7 miles segment)	same
6074 Bob Moore	Alts. 0, 1 and 5: Road open year round	OHV year round (0.62 mile segment)	same
65003 Blackrock	Alts. 0, 1 and 4: Road open year round	OHV year round	same
U222123A Un-named	Alts. 0, 1 and 4: Road open year round This trail is not proposed for designation in the 2014 FSEIS Alternative	OHV year round	This trail is not proposed for designation in the 2014 FSEIS Alternative
U222123B Un-named	Alts. 0, 1 and 4: Road open year round This trail is not proposed for designation in the 2014 FSEIS Alternative	OHV year round	This trail is not proposed for designation in the 2014 FSEIS Alternative
U222123C Un-named	Alts. 0, 1 and 4: Road open year round This trail is not proposed for designation in the 2013 Alternative	OHV year round	This trail is not proposed for designation in the 2014 FSEIS Alternative
U222123D Un-named	Alts. 0, 1 and 4: Road open year round	OHV year round	same
U222123G Un-named	Alts. 0, 1 and 4: Road open year round	OHV year round	same
U222123I Un-named	Alts. 0, 1 and 4: Road open year round	OHV year round	This trail is not proposed for designation in the 2014 FSEIS Alternative
U222123L Un-named	Alts. 0, 1 and 4: Road open year round	OHV year round	This trail is not proposed for designation in the

Trail Number and Name	Alternative, Vehicle Class and Season of Use	2009 ROD Alternative, Vehicle Class and Season of Use	2014 FSEIS Alternative
	This trail is not proposed for designation in the 2014 FSEIS Alternative		2014 FSEIS Alternative
U222126C Un-named	Alts. 0, 1 and 4: Road open year round This trail is not proposed for designation in the 2014 FSEIS Alternative	OHV year round	This trail is not proposed for designation in the 2014 FSEIS Alternative

Within delineations of Prescription 8A on the Salmon-Cobalt Ranger District, no conflicts among different classes of motor vehicle use on Forest System lands or adjacent Federal lands were identified. Previously unauthorized routes were categorized as roads prior to the travel planning process but were designated as trails in the 2014 FSEIS Alternative because the routes did not meet road specifications and were better classified as trails. Routes 65003 and 60027 were previously classified as roads but are designated as trails in the 2014 FSEIS Alternative because they are difficult to manage as roads because of soil type and topography.

5. Compatibility of motor vehicle use with existing condition in populated areas

The analysis area is very rural in nature, with population densities ranging from 0.8 to 1.7 persons per square mile in each of the three counties. These delineations of Prescription 8A, are just west of the town of Salmon and the area is very popular for trail riding. Motor vehicle use is compatible with the existing condition.

Conclusion

Although Alternative 3 would have minimized impacts to soil, water, vegetation, disturbances to wildlife and wildlife habitats the most of all action alternatives, the responsible official chose the 2014 FSEIS Alternative because it offered a slightly more motor vehicle opportunities in an area that had been previously open to cross-country motor vehicle travel. Resource surveys to evaluate the condition of many previously unauthorized routes were conducted after the 2009 ROD was signed. Six routes (U222123A, U222123B, U222123C, U222123I, U222123L, and U222126C) that were designated in the 2009 ROD are not proposed for designation in the 2014 FSEIS Alternative because these trails are not in suitable condition for motor vehicle use. Discontinuing motor vehicle use on these trails would reduce impacts to soil, water and vegetation.

Harassment of wildlife and significant disturbance of wildlife habitats are minimized through the design and designation of a system of routes that increases secure areas for big game within the prescription area and provides seasonal open periods that protect calving and fawning habitat. Conflicts of motor vehicle use and existing or proposed recreational uses and conflicts among different classes of motor vehicle uses of National Forest System Lands or neighboring Federal lands have been minimized by the design of this system as explained in the paragraphs above.

Appendix C: Forest Service Response to Idaho Conservation League and The Wilderness Society's Site-specific Comments

This section of the Supplemental Environmental Impact Statement responds the memorandum Decision and Order in the case Idaho Conservation League and The Wilderness Society v Frank V. Guzman, Forest Supervisor of the Salmon-Challis National Forest finding that the Salmon-Challis National Forest Travel Plan violates the National Environmental Policy Act because the administrative record does not reflect that the Forest Service considered Plaintiffs' site-specific comments.

The following table displays Plaintiff's site-specific comments submitted on the Draft Environmental Impact Statement on November 21, 2008, and the Agency's response regarding each individual route.

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
113	Non-motorized Cabin Creek Trail is currently a non-motorized trail. Drainage is poor and the trail would experience significant resource damage if it were to be open to any type of motorized use.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: As an existing system trail this route will be scheduled for routine maintenance. The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation as non-motorized. The SEIS proposes to change 4113 from its junction with 4155 to become non-motorized, since this segment is not an important portion of the motorized loop system between the Yankee Fork and Basin Creek.				
155	Non-motorized Despite what appears to be several attempts to maintain this trail for motorized use, there are significant drainage issues and ruts on the trail. In several locations, the trail diverts streams down the trail. It should be designated for non-motorized use only after the old mill site at the end of the old roadbed.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: As an existing system trail the designation is not being changed. The trail segment is a main stem of the larger West Fork Trail motorized network which is very popular for both motorcycles and a variety of non-motorized uses (mtn bike, hike, equestrian). The Forest routinely receives positive comments from all types of users on this trail system. Heavy use of this trail from all these types of uses does wear on the tread, and this trail is one which receives annual light maintenance. In addition, short segments of the trail receive heavy maintenance on a regular basis, to address the highest priority issues. In 2011 and 2012 the trail received approximately 1/2 mile of meadow restoration to address rutting, including placement of crushed rock.				
157	Non-motorized There are some pretty deep ruts on the trail particularly at the river crossing. The trail is also braided in several locations.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: As an existing system trail the designation is not being changed. The trail segment is part of the larger West Fork Trail motorized network which is very popular for both motorcycles and a variety of non-motorized uses (mtn bike, hike, equestrian). The Forest routinely receives positive comments from all types of users on this trail system. Use on this trail from does wear on the tread. This trail is receives light maintenance every few years.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
158	Non-motorized This trail has fallen into disrepair, with ruts, noxious weeds, braiding and erosion. Like many others, the trailhead sign has been vandalized by people not respecting public lands or trail designations.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: As an existing system trail the designation is not being changed. This trail segment is part of the larger West Fork trail system, but used less frequently than the other segments. The trailhead is signed with a carsonite post, which was placed in 2010. This trail is scheduled for maintenance in 2013.				
167	Non-motorized Trail 167 is in terrible condition, particularly along the ridgelines and in the old burn. What was originally a pack trail is clearly not designed for motorized use of any kind. It goes straight up the hill in many spots, the soils are highly erosive, and deep ruts are developing.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: As an existing system trail the designation is not being changed. This trail segment is a primary ATV connector trail between the Yankee Fork and the Basin Creek drainage, which then connects to the trail system from Challis to Stanley. This trail meets Forest Service trail design standards for ATVs (FSH 2309.18)				
203	Non-motorized East Lake Basin Trail is clearly not in a condition to be used by motorized vehicles. Several sections of the trail are grown in, eroded or have poor drainage. There is also a collapsed hunting/outfitter camp that needs to be cleaned up.	Alternative 3	Challis-Yankee Fork	Yes
Forest Response: The SEIS proposes to change 4203 from its junction with 4032 to become non-motorized, since this segment does not contribute to the motorized trail experience for the adjacent trail network between the Yankee Fork and Basin Creek.				
032 from jct. road 035 to jct. trail 158	Non-motorized This trail was never designed for ATV use nor motorized use at all for that matter. This former pack trail goes straight up the ridgeline and also along stream banks. It is currently in a severely rutted and eroded state from regular 4-wheeler use.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: As an existing system trail the designation is not being changed and Alternative 4 gave consideration for designation as non-motorized. This route has been open to ATVs from its junction with 4035 to trail 4167 (not trail 4158). This is a very important continuation of the connectivity between the Basin Creek drainage and the Yankee Fork (as with Trail 4167) and serves as part of the ATV connection between Challis and Stanley. This trail meets Forest Service trail design standards for ATVs (FSH 2309.18). An assessment of stream crossings is scheduled along this route for 2013.				
032 from the district boundary to the jct. with trail 158	Non-motorized Trail 032 is not properly designed or engineered for motorized use. In many locations the trail goes straight up ridgelines. Deep ruts are forming from 4-wheeler use. Furthermore, the highly erosive soils and numerous stream crossings make for water quality and fish habitat concerns.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No
Forest Response: As an existing system trail the designation is not being changed. There are some areas of this trail that are steep. These areas provide a variety of difficulty which are desired by ATV users. Part of this trail is open to ATVs and part open only to 2-wheel vehicles. This is a very important continuation of the connectivity between the Basin Creek drainage and the Yankee Fork (as with Trail 4167) and serves as part of the ATV connection between Challis and Stanley. This trail meets Forest Service trail design standards for ATVs (FSH 2309.18). This trail was scheduled for maintenance during 2012 but some was postponed to 2013 due to fire activity. Photos of maintenance work are included in Appendix D.				
037.03	Non-motorized There are significant drainage problems and ruts from motorcycle use on this trail. It should be closed to all motorized use so the resource damage can be curtailed.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: This trail is a main 2-wheeled vehicle route on the District, connects to the Basin Butte Lookout Road and the Cape Horn and Valley Creek areas. Maintenance was completed in 2011 to address rutting at the East Valley Fork Trailhead.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
038	Non-motorized The No Action Alternative incorrectly displays the Prospect Creek Trail as open to all vehicles when it is clearly posted as closed to ATVs. This trail cannot be opened to all vehicles pursuant to Alternative 1 because this trail is located within an inventoried roadless area. Opening the trail to full-size vehicles would constitute new road construction in violation of the roadless rule. The Prospect Creek trail should be closed to all motorized vehicles to stop the rutting and resource damage occurring on the trail system in this area. The restrictions posted on the trail sign at the junction with trail 039 have been removed by a disrespectful user.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: Alternative 1 in the 2009 FEIS showed this route as open to 2 wheeled motorized vehicles. The route meets Forest Service trail design standards for Motorized Bikes (FSH 2309.18) and is an important segment of a loop opportunity. The trail entrance is posted with a carsonite post that indicates permitted uses. This route was impacted by the Halstead Fire 2012.				
039 from the trailhead to the district boundary	Non-motorized The motorized use occurring on this trail is not sustainable. The Idaho Batholith soils are highly erosive and the trail is becoming rutted. There are also drainage problems.	Alternative 3	Challis-Yankee Fork	Yes
Forest Response: This is a primary ATV loop which connects to trail 4032. The route meets Forest Service trail design standards for ATV trails (FSH 2309.18). The photos submitted were taken during the early spring season, when conditions are wetter. Trail maintenance was conducted in 2012, and will continue through 2013, to address rutting through wetter areas. Three water bars were constructed to drain water away from the trail tread. The 605 ft. of meadow rehabilitation included construction of 30 check-steps with borrow material packed between the checks to repair the trail tread. Photos of maintenance work are included in Appendix D.				
041	Non-motorized Trail 041 should be designated non-motorized due to the highly erosive soils, water quality concerns, fish habitat concerns, and to improve wildlife security.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: As an existing system trail the designation is not being changed. This route provides an important motorized trail connection from Basin Creek to the Basin Butte Lookout Road. This route was impacted by the Halstead Fire and is scheduled for maintenance in 2013.				
042	Non-motorized There is very little motorized use on this trail to begin with. Publishing an MVUM with this trail designated for motorized use will lead to additional use and resource impact, particularly in the meadow. For some reason, motorcyclists choose not to use the bridge when crossing the stream in the meadow, which is impacting water quality and stream bank stability. The trailhead is in very poor shape and cannot accommodate large trucks and trails hauling in OHVs without causing significant resource damage.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: As an existing system trail the designation is not being changed. This is a moderately used route, and it does contribute to a loop opportunity. This route is scheduled for a stream crossing assessment in 2014, and bridge design and approaches will be reassessed. Visitor information at trailheads will educate users about the importance of staying on designed trails and bridges.				
051 from the district boundary to the forest boundary	Non-motorized We support the sensible closure of Trail 4051 along the East Fork of Herd Creek's critical salmon habitat, through Lake Basin's fragile wetlands and plants, and along the ridge to Herd Peak. The ridge trail provides too many opportunities for off-trail use and damage to fragile plants at 9,000 feet. The trail passes through wilderness proposed for designation in the Central Idaho Economic Development and Recreation Act (CIEDRA), currently under consideration by Congress.	Alternatives 2 and 3	Challis-Yankee Fork	No
Forest Response: Closed by Court Order, maintenance to address resource concerns was completed in 2012. This route is designated as open to two-wheeled vehicles. While it is not a heavily used route, user groups have requested the route be kept open to serve as a connection. The objective of the route is to provide trail passage through the area, and no off-trail motorized use has been observed. The route is open to motorized use along Herd Creek, however the trail is not directly on the creek, with the exception where the crossing occurs. Photos of completed maintenance work are included in Appendix D.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
068 (268)	Non-motorized Challis Creek Lakes are located in a sensitive high-elevation area that cannot sustain motorized use. The soils in the area are derived from the Idaho Batholith and are highly erosive. Trail 068 (displayed as an extension of road 091 in the No Action Alternative and Alternative 1) needs to be designated as non-motorized to protect habitat and minimize impacts to soils and water quality.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No
Forest Response: This route is the access to the Challis Lakes dam, which is a permitted use on the National Forest, and the permittee is required to access the dam for routine maintenance. The route also provides a challenging and popular ATV and 4-wheel drive vehicle experience. Extensive route maintenance is scheduled for 2013 to address drainage issues.				
075	Non-motorized This trail cannot sustain motorized use because of the highly erosive soils, water quality and fish habitat concerns in Eightmile Creek. It should be designated as non-motorized to alleviate these concerns.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation as non-motorized. These routes provide a very popular loop trail opportunity to explore mining history, and also provide access to active mining claims and private properties. The mining relics are important historic properties relating to several town-sites and mining operations. These relics are maintained on the landscape as part of the Estes Mountain mining history story. Trail maintenance was completed in 2012 to address drainage issues.				
075	Non-motorized The Eightmile-Estes Trail 075 is an old road bed. It is seriously rutted, eroded and would require significant reconstruction to be able to adequately sustain motorized use. The stream fords are impacting water quality. Finally, there is substantial amounts of mining junk that need to be cleaned up.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation as non-motorized. These routes provide a very popular loop trail opportunity to explore mining history, and also provide access to active mining claims and private properties. The mining relics are important historic properties relating to several town-sites and mining operations. These relics are maintained on the landscape as part of the Estes Mountain mining history story. Trail maintenance was completed in 2012 to address drainage issues.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
095	Non-motorized The Pine Creek Trail 095 needs to be designated as non-motorized to alleviate erosion, water quality concerns, and impacts to sensitive high-elevation wildlife habitat. Furthermore, the lower portion of the trail passes through private land, followed by the BLM Jerry Peak West Wilderness Study Area. The wilderness characteristics of the WSA need to be protected. Because the Forest Service has the right-of-way for this trail, the Forest Service can designate the whole trail as non-motorized. Another important point is found in the BLM's final travel plan, which they recently completed. The Challis Travel Plan Final Decision map shows that the beginning of Pine Creek trail is non-motorized.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No
Forest Response: This trail is non-motorized on the SCNF.				
114	Non-motorized Trails 114 and 147 lead to the Wilderness boundary and thus should not be designated for motorized use. It would be less than ideal to have a trail that does not provide a loop opportunity and becomes non-motorized at the Wilderness boundary. Motorized use should instead be focused south of the Yankee Fork Road (070) and Challis Creek Road (080) on this part of the district.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation as non-motorized. Route 4114 departs from a well-developed trailhead along the Custer Motorway (which is a popular scenic drive). The trail is popular for a variety of users including hikers, motorized bike riders and equestrian users. The Forest has never received a concern about the types of use along this trail, other than this comment from ICL. Travelers along the trail enjoy spectacular high-country scenery up to the ridge top at the wilderness boundary, or can connect to trail 4147 for a loop opportunity over to Challis Lakes. This trail receives annual maintenance and is scheduled for maintenance to address drainage issues in 2014.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
114	Non-motorized The East Mayfield-Yankee Fork Trail has way too many stream fords and is impacting bull trout habitat according to the bull trout recovery plan for the Salmon River Recovery Unit. Furthermore, many segments of the trail are very erosive. Motorized use of any kind is not sustainable on this trail. It should be closed to motorized use to address these resource concerns.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation as non-motorized. This trail travels along a low gradient which helps reduce the risk of erosion into the stream. In addition, the trail crosses the stream in areas where the stream bottom is hardened with rock. Other crossings and the minor rutting from concentrated use is scheduled for maintenance in 2013.				
147 (114)	Non-motorized Trails 114 and 147 (147.1) lead to the Wilderness boundary and thus should not be designated for motorized use. It would be less than ideal to have a trail that does not provide a loop opportunity and becomes non-motorized at the Wilderness boundary. Motorized use should instead be focused south of the Yankee Fork Road (070) and Challis Creek Road (080) on this part of the district.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation of both 114 and 147.1 as non-motorized. Route 147.1 provides a loop trail opportunity from the Challis Lakes area to the Yankee Fork, connecting to trail 114. This trail is scheduled for maintenance to address drainage issues in 2014.				
147.1	Non-motorized The Yankee Fork Trail has way too many stream fords and is impacting bull trout habitat according to the bull trout recovery plan for the Salmon River Recovery Unit. Furthermore, many segments of the trail are erosive and traverse steep slopes. Motorized use of any kind is not sustainable on this trail. It should be closed to motorized use to address these resource concerns.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation as non-motorized. This trail is in good condition, it does cross creeks but most of the crossings are hardened and those that aren't hardened can be improved as needed. The Recovery Plan referenced a Biological Assessment completed for the Yankee Fork River Section 7 Watershed, the referred to stream fords are related to roads used for mining activities, not trail crossings (p. 109 of the Yankee Fork Sub-Watershed BA states "The potential for sediment contribution from this activity is considered low").				
188 (189)	The East Pass Creek Trail should be designated non-motorized because it enters the Jerry Peak recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.		Challis-Yankee Fork	
Forest Response: In the Order re: Plaintiffs' Motion for Injunctive Relief (Case No. CV 4:10-26-E-REB) the Judge referred to Route 4188: East Pass Creek. The mileage and comments refer to 4189 Sagebrush Trail incorrectly referred to in the 2009 ROD as 4189 East Pass Creek. The 2009 FEIS did not change the designation and Alternative 3 gave consideration for designation as non-motorized. Trail 189 provides a key connection from trail 4051 to open trails 187 (McDonald Creek) and 186 (Pine Creek) which are otherwise only accessible through private property. These trails collectively provide motorized access for hunters and to and extensive network of hiking trails and opportunities.				
190	Non-motorized The Massacre Creek Trail should be designated non-motorized because it enters the Boulder-White Clouds recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.	Alternative 3	Challis-Yankee Fork	No
Forest Response: This trail is non-motorized				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
244	Non-motorized The Bowery Creek Trail should be designated non-motorized because it enters the Boulder-White Clouds recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.	Alternative 3	Challis-Yankee Fork	No
Forest Response: This trail is non-motorized.				
251	Non-motorized All of the trails in the Hat Creek Lakes area should be designated as non-motorized. This high-elevation area is simply too sensitive to motorized use of any kind to be able to adequately sustain such use. The soils are simply too erosive and the vegetation is too sensitive. The Forest Service needs to protect this areas beauty, solitude and wildlife habitat and security.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation. This route has received extensive maintenance in 2011 and 2012 to address drainage issues. This route has always been open seasonally (only in the summer) to limit use only to the dry summer season for resource and wildlife protection.				
Road 312	Non-motorized The Cayuse Canyon Road should be designated non-motorized because it enters the Borah Peak recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.	Alternative 3	Challis-Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation. As a system route Road 312 does not enter the Borah Peak RWA. Therefore, designation of Borah Peak as wilderness by the Congress would have no effect on the motorized-use designation on Road 312.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Road 313	Non-motorized The Mahogany Creek Bench Road should be designated non-motorized because it enters the Borah Peak recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.	Alternative 3	Challis Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation. As a system route Road 313 does not enter the Borah Peak RWA. Therefore, designation of Borah Peak as wilderness by the Congress would have no effect on the motorized-use designation on Road 313.				
323	Open to vehicles less than 50 inches Trail 323 would be an ideal ATV trail making a loop from road 031 to road 034. However, if this trail is designated for ATV use, effective barriers and enforcement need to be implemented at its junction with trail 032 to prevent motorized use of trail 032 and to stop the resource damage occurring on that trail.	Alternative 4	Challis-Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation. This route provides continuation of the connectivity between the Basin Creek drainage and the Yankee Fork and serves as part of the ATV connection between Challis and Stanley. This trail connects with 4032, the main stem of this motorized trail network opportunity. This trail meets Forest Service trail design standards for ATVs (FSH 2309.18).				
Road 091 also referred to trail 268 in Alternatives 2-4	Non-motorized Road 208 is severely washed out in many locations. The road diverts the stream out of its native channel in a few locations. The road would need significant reconstruction to adequately sustain motorized use of any kind. It should be closed to all motorized use.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Challis-Yankee Fork	Yes
Forest Response: This route provides access to the Challis Lakes dam, which is a permitted use on the National Forest, and the permittee is required to access the dam for routine maintenance. The route also provides a challenging and popular ATV and 4-wheel drive vehicle experience. Extensive route maintenance is scheduled for 2013 to address drainage issues.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Road 428	Non-motorized The Mahogany Creek Road should be designated non-motorized because it enters the Borah Peak recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.	Alternative 3	Challis Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation. As a system route Road 428 does not enter the Borah Peak RWA. Therefore, designation of Borah Peak as wilderness by the Congress would have no effect on the motorized-use designation on Road 428.				
Road 703	Non-motorized The Water Tank Road should be designated non-motorized because it enters the Borah Peak recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.	Alternative 3	Challis Yankee Fork	No
Forest Response: The 2009 FEIS did not change the designation. As a system route Road 703 does not enter the Borah Peak RWA. Therefore, designation of Borah Peak as wilderness by the Congress would have no effect on the motorized-use designation on Road 703.				
U102315A	Close In Alt. 2, U102315A and U102322B go into the Borah Peak proposed wilderness, north west of the Upper Pahsimeroi River. Both are proposed open to all vehicles. They should be closed. It doesn't make sense to allow these unauthorized or user-created routes into recommended wilderness to become part of the travel map.	Alternative 3	Challis Yankee Fork	No
Forest Response: This route is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
U102322B	Close In Alt. 2, U102315A and U102322B go into the Borah Peak proposed wilderness, north west of the Upper Pahsimeroi River. Both are proposed open to all vehicles. They should be closed. It doesn't make sense to allow these unauthorized or user-created routes into recommended wilderness to become part of the travel map.	Alternative 3	Challis Yankee Fork	No
Forest Response: This route is non-motorized.				
081	Non-motorized The Buck Lakes Trail should be designated for non-motorized use because of its location in a high-elevation subalpine environment. The lakes and the vegetation are too sensitive to adequately sustain motorized use of any kind.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Leadore	No
Forest Response: While this route was proposed for motorized use in all alternatives in the DEIS, p. H-22; in the FEIS it was only proposed for motorized use in Alternatives 0, 1, and 4 (FEIS p. H-35). The 2009 ROD did not designate this route for motorized use (p. 42-43, Leadore Trails).				
111	Non-motorized The Continental Divide National Scenic Trail should be designated as non-motorized pursuant to the Congressional intent behind the designation of this trail.	Alternative 3	Leadore	No
Forest Response: Some of the newly constructed segments of CDT are non-motorized. Segments that were in place prior to designation as CDT are allowable to be retained as motorized. This portion of the CDT (trail 6111) connects with other routes forming loop riding opportunities, thus it has been retained as motorized.				
118	Non-motorized The Carol Creek Trail should be designated non-motorized to protect the sensitive high-elevation environment. The vegetation is too sensitive and the soils too erosive to be able to adequately sustain motorized use of any kind.	Alternative 3	Leadore	No
Forest Response: This trail forms the most suitable opportunity in the northern portion of the Lemhi Mountains to connect the Lemhi River Valley to the Pahsimeroi River Valley. This route forms a large loop opportunity connecting to the Big Eightmile campground trails and is only open seasonally to direct use to the most suitable season of use. Impacts from trail use have not been observed off of the existing tread.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
155 This trail is also referred to as road 496 in the No Action Alternative	Non-motorized The Everson Lake Trail should be designated for non-motorized use because of its location in a high-elevation subalpine environment. The lake and the vegetation are too sensitive to adequately sustain motorized use of any kind.	Alternative 3	Leadore	No
Forest Response: This route was originally constructed for 4-wheel drive vehicle access to the lake. The current motorized use (mostly ATVs) can be supported given the construction/design level of the route. This route is popular to provide motorized access the lake for fishing, as well as to provide a challenging opportunity for jeeps and UTVs.				
179	Non-motorized The Bear Valley Lakes Trail should be designated for non-motorized use because of its location in a high-elevation subalpine environment. The lakes and the vegetation are too sensitive to adequately sustain motorized use of any kind.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Leadore	No
Forest Response: Previously this route was open to both ATVs and motorcycles. The designation has been changed to allow only motorcycles and the 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. A portion of this trail was re-aligned in the past to avoid a sensitive wet meadow and avoid resource damage. As a National Recreation Trail our intent is to provide the most appropriate, yet full, spectrum of opportunities possible.				
181 This trail is also referred to as road 006 in the No Action Alternative	Non-motorized The Mill Lake Trail should be designated for non-motorized use because of its location in a high-elevation subalpine environment. The lake and the vegetation are too sensitive to adequately sustain motorized use of any kind.	Alternative 3	Leadore	No
Forest Response: The 2009 FEIS did not change the designation. This route is a system road open to all vehicles year round (though is most suitable for high-clearance four-wheel drive vehicles). It has been designed for this use and can be maintained to manage resource concerns. This road provides high-clearance vehicle access to one of two popular fishing lakes on the Leadore RD.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
206 This trail is also referred to as road 206 in the No Action Alternative	Non-motorized The Dairy Lake Trail should be designated for non-motorized use because of its location in a high-elevation subalpine environment. The lake and the vegetation are too sensitive to adequately sustain motorized use of any kind.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Leadore	No
Forest Response: This route was originally constructed for 4-wheel drive vehicle access to the lake. The current motorized use (mostly ATVs) can be supported given the construction/design level of the route. This route is popular to provide motorized access the lake for fishing, as well as to provide a challenging opportunity for jeeps and UTVs.				
183	Non-motorized The Eightmile Creek Trail should be designated non-motorized to protect the sensitive high-elevation environment. The vegetation is too sensitive and the soils too erosive to be able to adequately sustain motorized use of any kind.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Leadore	No
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. The lower end of this trail has been realigned in the past, in partnership with the Idaho Parks and Recreation Department, to avoid sensitive areas and properly design the trail for ATV use. The remaining portions were not originally designed for ATV use but are planned for future improvements to ensure that resource damage does not occur and ensure rider safety. The portion of this trail open to motorcycles connects to a route in the Pahsimeroi Valley and forms a portion of a loop back to the Big Eightmile Campground.				
185	Non-motorized Trail 185 should be designated non-motorized to protect the sensitive high-elevation environment. The vegetation is too sensitive and the soils too erosive to be able to adequately sustain motorized use of any kind.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Leadore	No
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. This trail has received maintenance work in the past, in partnership with the Idaho Parks and Recreation Department, to avoid sensitive areas and properly design the trail for ATV use. This trail forms the other portion of a loop with the Big Eightmile trail and also crosses into the Pahsimeroi Valley to the Patterson townsite.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
210 This trail is also referred to as road 199 in Alternatives 2 and 4	Non-motorized The Basin Lake Trail should be designated for non-motorized use because of its location in a high-elevation subalpine environment. The lake and the vegetation are too sensitive to adequately sustain motorized use of any kind.	Alternative 3	Leadore	No
Forest Response: The 2009 FEIS did not change the designation. This system route was originally constructed for 4-wheel drive vehicle access to the lake. The current motorized use (mostly ATVs) can be supported given the construction/design level of the route. This route is popular to provide motorized access to the lake for fishing, as well as to provide a challenging opportunity for jeeps and UTVs.				
341	Non-motorized Trail 341 should be designated non-motorized to protect the sensitive high-elevation environment. The vegetation is too sensitive and the soils too erosive to be able to adequately sustain motorized use of any kind.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Leadore	No
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. This trail, in partnership with the Idaho Parks and Recreation Department, was specifically designed for ATV use. The trail stops short of the lake to provide resource protection, while still providing access to the lake for recreation.				
497	Non-motorized The Stroud Creek Trail should be designated non-motorized to protect the sensitive high-elevation environment. The vegetation is too sensitive and the soils too erosive to be able to adequately sustain motorized use of any kind.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Leadore	No
Forest Response: This route was originally constructed for 4-wheel drive vehicle access to the lake. The current motorized use (mostly ATVs) can be supported given the construction/design level of the route. This route is popular to provide motorized access the lake for fishing, as well as to provide a challenging opportunity for jeeps and UTVs.				
043	Non-motorized This trail does not provide a loop opportunity. It just dead-ends. As such, it should be designated as non-motorized to prevent proliferation of the route from its end.	Alternative 3	Lost River	No

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: This is a road which is open to full sized vehicles year round and provides access to important dispersed camping areas on the District.				
051 from the trailhead on the North Fork Big Lost side to the district boundary	Non-motorized We support the sensible closure of Trail 4051 in Toolbox Creek. The trail passes through wetlands on its way to Herd Peak ridge. The proposed wilderness boundary in CIEDRA lies below the ridge, and that boundary would make the trail short with no loop and a difficult turn-around.	Alternatives 2 and 3	Lost River	No
Forest Response: This route is non-motorized				
055	Non-motorized The Brunt Aspen Trail is in no way designed to accommodate ATV use as suggested in the revised proposed action. Given the steep slopes and erosive soils, it is not even adequately sustaining the little motorcycle use that it receives. (Note: the No Action Alternative incorrectly states that this trail is open to all vehicles. It is currently open to motorcycles only as posted on the ground.) Even the July 8, 1993 Challis NF "Travel Plan Changes" document has the following to say about this trail: "Delete designation of map reference number 6 which permits vehicles of 50" width or less. . . . Reason: Not suitable for ATV use." The trail is steep, with narrow switchbacks through the forest on both sides of the divide.	None of the alternatives contemplate designating this trail for non-motorized use. At the very least, the Forest Service must consider and analyze an alternative for no motorized recreation in Inventoried Roadless Areas.	Lost River	Yes
Forest Response: Closed by Court Order, extensive trail maintenance was conducted in 2012 and is scheduled to be completed in 2013 to address resource issues. As an existing system trail the 2009 FEIS did not change the designation. Burnt Aspen is designated for 2-wheeled motorized vehicles and is not open to ATVs. Photos of maintenance work are included in Appendix D.				
057	Non-motorized The Boulder Lake Trail is already closed to motorized vehicles. However, like many trails on the Forest, illegal motorized use is occurring and the trailhead sign has been vandalized.	All alternatives	Lost River	Yes
Forest Response: A fence has been constructed at the trailhead to prevent motorized travel beyond that point. Photos are included in Appendix D.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
064	Non-motorized Significant resources have been invested in trying to sustain the ATV use on the Lake Creek Trail to these high alpine lakes. Nowhere else in Idaho have we seen the kinds of bridges constructed at stream crossings as we have seen at Lake Creek. They simply prolong the inevitable fact that ATV use in this kind of setting is not going to be sustainable over the longer-term. The soils are highly erosive, the trail now looks like a road, and people are driving their vehicles up to the lakeshores. This environment is just too sensitive to motorized use and will eventually need to be closed.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Lost River	Yes
Forest Response: The 2009 FEIS did not change the designation. The Lake Creek Trail system, including the main trail, loop trail, and spur trails, provides a rare opportunity for persons using motorcycles and four-wheelers ATVs to access high mountain lakes. The Lake Creek trail system establishes motorized vehicle access to seven mountain lakes and provides visitors with numerous recreational opportunities at these lakes including camping, picnicking, fishing, sightseeing, and floating. Since the trail is open to motorized vehicles, disabled persons, and older persons who would not otherwise be able to visit these lakes are able to do so using motorized vehicles. The trail system does create a potential for resource impacts. However, the Forest has taken the following actions to minimize these impacts: 1) Performs regular maintenance to the trail system 2) Monitors impacts to lake shorelines 3) Prevented motorized vehicles from accessing the shorelines at Round Lake, Rough Lake and Golden Lake, 4) Implemented several projects to limit recreational impacts to lake shorelines, streams, and wet areas and to limit unauthorized motor vehicle use. Through these efforts, the Forest Service has substantially limited resource impacts associated with the Lake Creek trail system.				
064.1	Non-motorized Alt. 2 would open additional routes at Lake Creek near Copper Basin that are not shown in Alt. 1. These route additions, 4064.1, .2, and .3 are not shown in Alt. 1 or the no-action alt. These routes occur in an area that was closed to cross-country travel in the current travel plan and should not be added to the map. They travel short distances to Golden Lake and Long Lake. What are the impacts to these small, fragile lakes of having ATVs access them? Surely folks can walk the short distance from the loop trail already designated as 4064.	Alternative 3	Lost River	Yes

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: The 2009 FEIS Alternatives 0, 1 and 3 gave consideration for designation as non-motorized. The Lake Creek Trail system, including the main trail, loop trail, and spur trails, provides a rare opportunity for persons using motorcycles and four-wheelers ATVs to access high mountain lakes. The Lake Creek trail system establishes motorized vehicle access to seven mountain lakes and provides visitors with numerous recreational opportunities at these lakes including camping, picnicking, fishing, sightseeing, and floating. Since the trail is open to motorized vehicles, disabled persons, and older persons who would not otherwise be able to visit these lakes are able to do so using motorized vehicles. The trail system does create a potential for resource impacts. However, the Forest has taken the following actions to minimize these impacts: 1) Performs regular maintenance to the trail system 2) Monitors impacts to lake shorelines 3) Prevented motorized vehicles from accessing the shorelines at Round Lake, Rough Lake and Golden Lake, 4) Implemented several projects to limit recreational impacts to lake shorelines, streams, and wet areas and to limit unauthorized motor vehicle use. Through these efforts, the Forest Service has substantially limited resource impacts associated with the Lake Creek trail system.				
064.2	Non-motorized Alt. 2 would open additional routes at Lake Creek near Copper Basin that are not shown in Alt. 1. These route additions, 4064.1, .2, and .3 are not shown in Alt. 1 or the no-action alt. These routes occur in an area that was closed to cross-country travel in the current travel plan and should not be added to the map. They travel short distances to Golden Lake and Long Lake. What are the impacts to these small, fragile lakes of having ATVs access them? Surely folks can walk the short distance from the loop trail already designated as 4064.	Alternative 3	Lost River	Yes
Forest Response: The 2009 FEIS Alternatives 0, 1 and 3 gave consideration for designation as non-motorized. The Lake Creek Trail system, including the main trail, loop trail, and spur trails, provides a rare opportunity for persons using motorcycles and four-wheelers ATVs to access high mountain lakes. The Lake Creek trail system establishes motorized vehicle access to seven mountain lakes and provides visitors with numerous recreational opportunities at these lakes including camping, picnicking, fishing, sightseeing, and floating. Since the trail is open to motorized vehicles, disabled persons, and older persons who would not otherwise be able to visit these lakes are able to do so using motorized vehicles. The trail system does create a potential for resource impacts. However, the Forest has taken the following actions to minimize these impacts: 1) Performs regular maintenance to the trail system 2) Monitors impacts to lake shorelines 3) Prevented motorized vehicles from accessing the shorelines at Round Lake, Rough Lake and Golden Lake, 4) Implemented several projects to limit recreational impacts to lake shorelines, streams, and wet areas and to limit unauthorized motor vehicle use. Through these efforts, the Forest Service has substantially limited resource impacts associated with the Lake Creek trail system.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
064.3	Non-motorized Alt. 2 would open additional routes at Lake Creek near Copper Basin that are not shown in Alt. 1. These route additions, 4064.1, .2, and .3 are not shown in Alt. 1 or the no-action alt. These routes occur in an area that was closed to cross-country travel in the current travel plan and should not be added to the map. They travel short distances to Golden Lake and Long Lake. What are the impacts to these small, fragile lakes of having ATVs access them? Surely folks can walk the short distance from the loop trail already designated as 4064.	Alternative 3	Lost River	Yes
Forest Response: The 2009 FEIS Alternatives 0, 1 and 3 gave consideration for designation as non-motorized. The Lake Creek Trail system, including the main trail, loop trail, and spur trails, provides a rare opportunity for persons using motorcycles and four-wheelers ATVs to access high mountain lakes. The Lake Creek trail system establishes motorized vehicle access to seven mountain lakes and provides visitors with numerous recreational opportunities at these lakes including camping, picnicking, fishing, sightseeing, and floating. Since the trail is open to motorized vehicles, disabled persons, and older persons who would not otherwise be able to visit these lakes are able to do so using motorized vehicles. The trail system does create a potential for resource impacts. However, the Forest has taken the following actions to minimize these impacts: 1) Performs regular maintenance to the trail system 2) Monitors impacts to lake shorelines 3) Prevented motorized vehicles from accessing the shorelines at Round Lake, Rough Lake and Golden Lake, 4) Implemented several projects to limit recreational impacts to lake shorelines, streams, and wet areas and to limit unauthorized motor vehicle use. Through these efforts, the Forest Service has substantially limited resource impacts associated with the Lake Creek trail system.				
089	Non-motorized The Leatherman Pass Trail should be designated non-motorized because it enters the Borah Peak recommended wilderness area. The Forest Service is required to protect wilderness characteristics and values until Congress has the opportunity to consider this recommendation. The best way to protect wilderness characteristics is to prohibit uses that are inconsistent with the Wilderness Act.	Alternative 3	Lost River	No
Forest Response: This trail is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
091	Non-motorized The Swauger Lakes Trail is located in the Borah Peak recommended wilderness. The trail was originally a pack trail but has received very significant and damaging 4-wheeler use in recent years. Not even counting the fact that this has lead to an impairment of wilderness characteristics and values, the resource damage is simply too significant to continue to allow motorized use of any kind. The trail should be designated for non-motorized use only so that the resource damage can heal, and so that the Forest Service can protect the wilderness characteristics of the Borah Peak recommended wilderness until Congress has the opportunity to act.	Alternative 3	Lost River	Yes
Forest Response: Closed by Court Order, extensive trail maintenance was completed in 2012 and will continue in 2013 to address the resource issues, and to prevent unauthorized access by ATVs. Photos of completed maintenance are included in Appendix D. This trail is designated open for 2-wheeled motorized vehicles. An amendment to the Salmon-Challis National Forest Plan was completed in 1993 (amendment #9) authorizing motorized use on this route.				
092	Non-motorized Trail 92 should be designated as a non-motorized trail because it is within the Borah Peak recommended wilderness and receives minimal motorized use anyway. It would also enhance elk security.	Alternative 3	Lost River	Yes
Forest Response: This trail is designated open for 2-wheeled motorized vehicles. An amendment to the Salmon-Challis National Forest Plan was completed in 1993 (amendment #9) authorizing motorized use on this route. Potential impacts from use on this trail to elk security were evaluated by the Forest Wildlife Biologist. Findings conclude that, due to low road densities in this part of the Forest, and the absence of sensitive elk habitat, the potential impacts were very low.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
148	Non-motorized Although this old roadbed would otherwise make for a good ATV trail, significant maintenance would be needed to address the resource concerns first. The stream fords need to have bridges or arched culverts before the trail is officially designated for motorized use. Also note the vandalized signs at the trailhead.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Lost River	Yes
Forest Response: Closed by Court Order, the DSEIS proposes to change the designation of this trail to be closed to motorized use in order to mitigate potential impacts with private property.				
157	Non-motorized This trail could be an opportunity for ATV use. However, there are several stream crossings that are rutted, eroded and contributing to water quality and fish habitat concerns. Additionally, there is significant cross-country use of ATVs and dirt bikes, several user-created routes, and numerous hill climbs. Until these resource issues can be fixed and responsible use of OHVs ensured, this trail should be closed to all motorized use. This area is not a good example of respecting the land.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Lost River	Yes
Forest Response: The 2009 FEIS did not change the designation. This trail received maintenance in 2011 to improve stream crossings, Thirteen structures/barriers were placed in North Creek and Mormon Gulch drainages to stop motorized use on illegal user created routes. See Appendix D.				
341	Non-motorized Trail 341 is another example of where ATV use would normally be a good idea since there is an old roadbed present. However, the unhardened stream crossings will need bridges or arched culverts and drainage structures installed before the trail is officially designated for motorized use.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Lost River	Yes
Forest Response: This trail received maintenance in 2010 to address resource issues. This trail connects to the Caribou Targhee NF.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
437	Non-motorized Trail 437 is an example of irresponsible use of OHVs. There are user-created routes extending from the actual trail. This trail needs to be closed to stop the hill climbing with motorized vehicles.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Lost River	Yes
Forest Response: Closed by Court Order, the DSEIS proposes changing the designation on this route to close it to motorized use at the junction with Trail 4341.				
445	Non-motorized The Bartlett Creek trail does not make for a good ATV trail. There are noxious weeds everywhere and there is no loop or connector present.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Lost River	Yes
Forest Response: The 2009 FEIS did not change the designation. This route meets Forest Service trail design standards for ATVs (FSH 2309.18). An assessment for weeds in this area only identified cheat grass (which, though undesirable, is not addressed as a noxious weed).				
475	Non-motorized Trail 475 is displayed as an ATV trail in the No Action Alternative as well as Alternative 1. This trail does not provide a loop opportunity. It just dead-ends. As such, it should be designated as non-motorized to prevent proliferation of the route from its end.	Alternatives 2-4	Lost River	No
Forest Response: This trail is non-motorized.				
599	Non-motorized Little Burnt Creek does not make for a good ATV trail because no loop or connector is present. The spurs need to be decommissioned and the noxious weeds need to be brought under control.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Lost River	Yes
Forest Response: The 2009 FEIS did not change the designation. As a system route it meets Forest Service trail design standards for ATVs (FSH 2309.18). An assessment for weeds in this area only identified cheat grass (which, though undesirable, is not addressed as a noxious weed).				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Road 134	Full-size vehicles, but close last 2 miles to all motorized vehicles, designate dispersed campsites Use of vehicles off of the road for dispersed camping is clearly a problem along this road. Despite the signs indicating that cross-country travel is closed, vehicles are regularly being used off of the road. This is leading to the creation of user-created routes and poorly located dispersed campsites. The last 2 miles or so of the road also have problems with stream fords and water quality issues. In two locations, the road is diverting the stream from its native channel.	Alternative 3	Lost River	Yes
Forest Response: Maintenance was completed in 2012. The road was realigned away from the stream which eliminated crossings. Large boulders were placed to prevent continued use of stream crossings. See Appendix D.				
Road 136	Full-size vehicles, but close past Wildhorse Campground, designate dispersed campsites As with many of the roads in the East and North Fork Big Lost River drainages, frequent off-road use of all kinds of motorized vehicles, RVs and trailers occurs despite signs indicating that such use is permitted on designated roads and trails only. Designated dispersed campsites and associated access routes are badly needed. In terms of the actual Wildhorse Road, it needs to be closed to all motorized use beyond the campground, not just because it is recommended wilderness at that point, but because erosion of the road is clearly a problem.	Alternative 3	Lost River	Yes
Forest Response: Road maintenance to contain dispersed camp sites and to correct drainage issues was completed in 2012. Road dips were constructed along the entire length of the road to help redirect seasonal runoff away from the road bed. Unauthorized routes and dispersed camping along the road south of the campground were eliminated by placing boulders and vegetation to block routes. Photos of completed maintenance are included in Appendix D.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Road 411	Full-size vehicles, but close past the powerline ROW This road is in poor shape. It is eroded, braided, and there are noxious weeds growing on it and along its surface. It is also impairing the wilderness characteristics of the BLM WSA and the Forest Service recommended wilderness. The road should be closed past the power line ROW, and the Forest Service and BLM should coordinate on decommissioning the road past this point.	Alternative 3	Lost River	Yes
Forest Response: The 2009 FEIS did not change the designation of this system road that provides access the popular Leatherman Trailhead. An amendment to the Salmon-Challis National Forest Plan was completed in 1993 (amendment #9) authorizing motorized use on this route. The route has been surveyed to determine the best way to address drainage and trail tread issues. Implementation has not yet been scheduled.				
Road 434	Close the road at the Forest Service boundary, convert to a non-motorized trail This road is within the Borah Peak recommended wilderness and clearly is impairing wilderness characteristics and values. There are numerous user-created spurs, eroded stream crossings and cross-country use of motorized vehicles.	Alternative 3	Lost River	Yes
Forest Response: The 2009 FEIS did not change the designation. This system route provides access to two popular trailheads. An amendment to the Salmon-Challis National Forest Plan was completed in 1993 (amendment #9) authorizing motorized use on this route.				
Roads 048 128 479 480 714	Non-motorized The number of spurs roads in the upper North Fork Big Lost drainage needs to be reduced to improve resource conditions and lessen the impacts on water quality and fish habitat.	Alternatives 2-4	Lost River	No
Forest Response: With the intent of mitigating and controlling impacts, this popular camping area in the North Fork drainage allows motorized use only on designated spur roads and not a general open 300' zone adjacent to the main access road (128). Routes 479 and 480 are not open to motorized use. Route 714 (Ballpark) is scheduled in 2013 to be realigned to address resource concerns.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
U052123A	Close U052123A is proposed to be open to all vehicles. This trail/road runs right along the creek. This area is heavily impacted and damaged by overgrazing, particularly along the creeks. Allowing vehicles in these areas will increase the damage. This area was closed to cross-country travel in the current travel plan; this trail was likely created by users illegally and should not be part of the travel map.	Alternative 3	Lost River	No
Forest Response: The road is located on the bench above the creek and does not impact the stream. Grazing impact is beyond scope of the SEIS. This route provides access to fishing and dispersed camping.				
U062127E	Close Alt. 2 proposes to add Ramey Creek unauthorized trail U062127E to the map. This is an area that was closed to cross-country use in the current plan, and so was illegally created. The “trail” runs right along the creek in wet areas, with lots of opportunity for damage.	Alternative 3	Lost River	No
Forest Response: This route is non-motorized.				
007	Non-motorized The old road past the gate and the trail are currently designated as non-motorized and should remain non-motorized. The old bridge is in disrepair, there are several eroded and unhardened stream crossings, and no motorized loop opportunity would be available. The trail ultimately leads into the Wilderness, and it would be ridiculous to have a motorized trail leading to or even near to the Wilderness boundary. It also would not even be safe for motorcycles to use the segment of the trail that traverses the steep slope.	No Action, Alternatives 1 and 3	Middle Fork	Yes
Forest Response: This trail is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
024 from the trailhead to the jct. with road 579	Non-motorized The Lola Lakes Trail is currently designated as non-motorized on the Boise National Forest side. This high ridgeline trail is too steep and the soils are too erosive for motorized use of any kind. The Salmon-Challis National Forest must coordinate with the Boise National Forest before making any decision regarding this trail.	The No Action Alternative has the Lola Creek trail has non-motorized from the trailhead off the road to the campground to the lakes as non-motorized, but then open to all vehicles on the ridge crisscrossing the forest boundary. On the ground it is posted as non-motorized. In any event, none of the alternatives consider nor analyze making the whole trail non-motorized to alleviate resource concerns or maintain its current non-motorized status.	Middle Fork	Yes
Forest Response: This trail is non-motorized, except for the first 650 feet to provide access to the trailhead.				
024 from the jct. with road 579 to the junction with Hwy 21	Non-motorized This trail cannot sustain motorized use of any kind due to steep grades and highly erosive batholith soils. It should be designated non-motorized to protect resources and fish and wildlife habitat.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	No
Forest Response: Closed by Court Order, trail maintenance was completed in in 2011 and 2012. Dip drains were installed to address drainage issues and trail tread was reduced by narrowing the trail using natural materials to stop illegal ATV use. See Appendix D. The 2009 FEIS Alternatives 1 and 3 gave consideration for designation as non-motorized. This route meets Forest Service trail design standards for motorcycles (FSH 2309.18).				
024 from the jct. with Hwy 21 to the forest boundary	Non-motorized This trail leads to the Hanson Lakes recommended wilderness area and enters the recommended wilderness on the Sawtooth National Forest. The trail should be designated as non-motorized to protect wilderness characteristics until Congress has the opportunity to consider the Forest Service's recommendation. The Salmon-Challis National Forest must coordinate with the Sawtooth National Forest on this trail.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	No
Forest Response: Closed by Court Order, portions of this trail were impacted by the Bench Fire in 2012. The 2009 FEIS Alternatives 1 and 3 gave consideration for designation as non-motorized. This trail forms a loop trail with 026 via the Sawtooth NF. Coordination with the Sawtooth NF has taken place during Travel Management Planning. Trail maintenance and restoration work were completed in 2012 after the fire to narrow the tread width to prevent unauthorized ATV use, and to address drainage issues. See Appendix D.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
026	Non-motorized Trail 26 leads to and enters the Hanson Lakes recommended wilderness at the forest boundary. It should be designated as non-motorized to protect wilderness characteristics until Congress has the opportunity to consider the agency's recommendation. The Salmon-Challis National Forest must coordinate with the Sawtooth National Forest on this trail.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	No
Forest Response: There are no requirements to buffer Wilderness or Proposed Wilderness. This trail provides a loop opportunity with 024 via the Sawtooth NF. Coordination with the Sawtooth NF has taken place during Travel Management Planning.				
032 from the trailhead to the jct. with trail 039	Non-motorized Despite what appears to be repeated attempts to maintain the Knapp Creek Trail for ATV use, there are numerous problems with drainage and stream crossings. These problems are contributing to water quality issues and potential fish habitat degradation. Given the presence of highly erosive Idaho Batholith soils and the number of water crossings, motorized use of this trail simply is not sustainable. Finally, the meadows along the trail are also important for big game and motorized use has caused big game security to decline.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	Yes
Forest Response: This route is designated as open to seasonal ATV use. This is a very important continuation of the connectivity between the Basin Creek drainage and the Yankee Fork and serves as part of the ATV connection between Challis and Stanley. This trail meets Forest Service trail design standards for ATVs (FSH 2309.18). An assessment of stream crossings is scheduled along this route in 2013.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
032 from jct. with trail 039 to the district boundary	Non-motorized The No Action Alternative incorrectly displays this trail as open to all vehicles. Its currently posted as closed to ATVs. Alternative 1 is not legal because a "trail" open to all vehicles is really a road. This would constitute road construction, which is a violation of the roadless rule. Alternatives 2 and 4 are also not possible without additional site-specific NEPA because the trail is not constructed to ATV standards. The trail should be designated as non-motorized because of the highly erosive soils, stream crossing and water quality ad fish habitat concerns.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	Yes
Forest Response: This route is designated as open to 2WL. This is a very important continuation of the connectivity between the Basin Creek drainage and the Yankee Fork and serves as part of the ATV connection between Challis and Stanley. This trail meets Forest Service trail design standards for ATVs (FSH 2309.18). An assessment of stream crossings is scheduled along this route for 2013.				
033	Non-motorized The Beaver Creek Trail needs to be closed to all motorized use immediately. The ATV use occurring there is destructive and irresponsible. The trail was never designed for motorized use of any kind. Stream crossings are trashed, the trail is rutted, there is virtually no drainage, and in many locations ATV use has diverted the stream out of its original channel. The irresponsible users of the trail have removed the restrictions posted at the trailhead.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	Yes
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. This trail is designated as open for 2-wheel motorized vehicles. Trail maintenance was completed in 2012 to restrict unauthorized ATV use and to address drainage and erosion issues.				
034	Non-motorized The Knapp Creek cutoff trail should be designated for non-motorized use only. Crossing Winnemucca Creek with motorized vehicles is simply not acceptable due to the erosive soils, water quality concerns, and the impact to fish habitat.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	Yes

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: As a system trail, the route meets Forest Service design standards for ATV trails (FSH 2309.18). This route provides a connector between Knapp Creek (032) and the Winnemucca Creek Road (Road 40354). Trail maintenance was conducted in 2011 to address drainage issues, improve the tread and repair stream crossings. See Appendix D.				
035	Non-motorized The motorized use occurring on the Winnemucca Creek trail is not sustainable. The trail has become significantly rutted, eroded and is contributing to water quality and fish habitat concerns. It needs to be closed to all motorized use immediately.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	Yes
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. The SEIS proposes to designate this route as open to 2-wheel motorized use, and not open to ATVs. The intent is to re-align the first 3/4 mile of this route to help mitigate drainage issues. Trail maintenance on this route in 2011 included construction of rolling dips to address drainage issues, and shallow stream fords to reduce impact of motorized traffic. Over 2,000 feet of trail was realigned and over 1,030 feet of trail was decommissioned. See Appendix D.				
039 from jct with trail 36 to district boundary	Non-motorized Motorized use of any kind on this trail is not sustainable. ATV use on the trail has caused deep ruts to form, particularly at the Knapp Creek crossing. The water table is high in this location and the vegetation is being damaged. The erosion occurring at the crossing is degrading water quality and fish habitat. Also, the trailhead signs at the junction with trail 32 have been vandalized.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Middle Fork	Yes
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. This is a primary ATV loop which connects to trail 4032. The route meets Forest Service trail design standards for ATV trails (FSH 2309.18). The photos submitted were taken during the early spring season, when conditions are wetter. Trail maintenance was conducted in 2012, and will continue through 2013. Maintenance completed included construction of water bars to drain water away from the trail tread and 605 feet of meadow rehabilitation. See Appendix D.				
041	Non-motorized Indian Creek Trail 41 is grown in on many segments of the trail. It receives very little use of any kind and should thus be designated as non-motorized.	No Action	North Fork	Yes
Forest Response: This is Henderson Ridge trail # 6141. This route meets Forest Service design standards for motorcycle trails (FSH 2309.18)				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
069	Non-motorized Trail 69 is grown in and would require reconstruction and maintenance work before it could sustain motorized use of any kind. Either way, it should be closed and removed from the system to protect wildlife habitat and big game security.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: As a system trail, (Marlin Springs Trail) primarily follows a ridge and provides connectivity to the Divide Trail # 6106. Its location on the ridge allows it to avoid sensitive wildlife habitats. This is a well-used trail that provides access to hunting. This route meets Forest Service design standards for motorcycle trails (FSH 2309.18)				
105	Non-motorized The South Nez Perce Trail has received no maintenance in recent times and is hardly ever used. Without maintenance work, it would not be suitable for motorized use. There is, however, an established hunting camp along the trail.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. Trail maintenance was conducted on this route after the Mustang Fire in 2012. This route meets Forest Service design standards for motorcycle trails (FSH 2309.18)				
106	Non-motorized Divide Trail 106 should be designated as non-motorized for two reasons. First, it would make for a nice family hiking and horseback-riding trail. Secondly, the divide with the Bitterroot is an important migration corridor for big game and other animal species.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	No
Forest Response: The 2009 FEIS did not change the designation. This trail is still available for hiking and horseback riding, even though designated as a motorized trail. The trail receives moderate use, though mostly in the hunting season and is well located to support the use it receives with no resource damage. Impacts to wildlife were analyzed during the travel planning process, and no particular concerns were raised.				
107	Non-motorized This is a nice trail that currently receives very little use. In several spots, the trail is grown in. Motorized use would disturb wildlife, vegetation and soil.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: The 2009 FEIS did not change the designation. The Ax Park cutoff trail meets Forest Service design standards for motorcycle trails (FSH 2309.18).				
108	Non-motorized The Twin Creek Trail is not suitable for motorized use. It is brushed in, has drainage problems, and crosses wet areas.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: This trail is non-motorized.				
109	Non-motorized This old road could make for a good motorized trail but the noxious weeds need to be brought under control first.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: The 2009 FEIS did not change the designation of this system trail. Noxious weed treatment occurs on a scheduled basis.				
110	Non-motorized Butcher Knife Ridge Trail looks like it was originally a pack trail or a single-track trail. It is now receiving ATV use. However, the trail is probably not adequately engineered for such use.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: The 2009 FEIS did not change the designation of this system trail. This route meets Forest Service design standards for motorcycle trails (FSH 2309.18), and trail maintenance was conducted after the Mustang Fire in 2012 to narrow the tread in certain areas to restrict ATV use.				
111	Non-motorized The Continental Divide National Scenic Trail should be designated as non-motorized pursuant to the Congressional intent behind the designation of this trail.	Alternative 3	North Fork	No
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. Newly constructed segments of CDT are evaluated for non-motorized. Segments that were in place prior to designation as CDT are allowable to be retained as motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
112	Non-motorized The Allan Lake Trail is a nice pack/hiking trail that should remain non-motorized. The No Action Alternative incorrectly displays this trail as open all motorized vehicles. On the ground it is posted as closed to all motorized vehicles. The trail has too many stream crossings to be able to sustain any kind of motorized use. It is also designated as non-motorized to protect wildlife habitat. There is also an abandoned ATV off the side of the trail if the Forest Service has not removed it by now.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: The 2009 FEIS did not change designation for this system trail (Ditch Creek). This trail received maintenance in 2011 to address drainage issues and to harden the tread in some of the wet areas. Additional maintenance is scheduled for 2013 to install barriers to prevent ATV use.				
113	Non-motorized Ax Park Trail 113 has too many wet areas, stream crossings and resource concerns to sustain motorized use of any kind. In several locations motorcycle use has caused ruts to form and in some cases has diverted streams down the trail away from their original channels.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: In the 2009 FEIS 2.67 miles of 113 (Hughes Creek Trail) was not designated and is non-motorized; 3.15 miles was designated 2WL. This trail is scheduled for trail maintenance in 2014 to address drainage issues and to harden stream fords.				
141	Non-motorized The Henderson Ridge Trail has not received maintenance for some time and gets very little use of any kind. The Forest Service should maintain the trail for non-motorized use.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: The 2009 FEIS did not change the designation of this system route. It meets Forest Service design standards for motorcycle trails (FSH 2309.18).				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
142	Non-motorized A user-created ATV route joins up with this trail at Grizzly Spring. This unauthorized route should be closed and the original trail should be designated for non-motorized use. There was also what looked like a semi-permanent hunting/outfitter camp at the spring this summer. Has this camp been permitted?	Alternative 3	North Fork	Yes
Forest Response: Maintenance work was completed on this trail after the Mustang Fire in 2012 and the tread width was narrowed to only allow 2-wheeled vehicles.				
146	Non-motorized Trail 146 should be designated as non-motorized to provide an opportunity for hiking and horseback riding in the area. The trail is also located in an inventoried roadless area. Thus it cannot be designated open to all motorized vehicles as suggested in the No Action Alternative nor Alternative 1. Designating the trail as open to all vehicles would constitute new road construction in violation of the roadless rule.	Alternatives 2-4	North Fork	No
Forest Response: This trail is non-motorized.				
213	Non-motorized Trail 213 receives very little use of any kind and could not adequately sustain motorized use without reconstruction and maintenance work. Either way, it should be designated as non-motorized to protect wildlife habitat and big game security. Someone has removed the restrictions posted on the signs at the trail's junctions.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	North Fork	Yes
Forest Response: This trail is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Road 030	Designated dispersed campsites and associated access routes The Forest Service must protect the Outstandingly Remarkable Values of the Salmon Wild and Scenic River by not permitting an exception to the prohibition on cross-country motorized use for the purpose of dispersed camping along the Salmon River Road. Instead, the Forest Service should designate dispersed campsites that have an appropriate access route and which comply with the intent of the travel management rule to minimize impacts to natural resources, including the Wild and Scenic River segments. To respond to the concern raised in Alternative 4 that this would be confusing to the public the Forest Service could very simply sign the designated dispersed campsites. At the beginning of the road and periodically along the road, signs should be placed informing the public that dispersed camping is permitted in designated sites only.	Alternative 3	North Fork	No
Forest Response: The 2009 FEIS did not change designation of this system route. This is the Salmon River Road and provides important access to numerous private properties and enterprises, as well as to recreation opportunities along the river.				
010	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
021	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
023	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
026	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
029	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
038	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
041	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
050	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
Forest Response: This trail is non-motorized.				
051	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
053	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
054	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
070	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
090	Non-motorized All of the trails in the Hat Creek Lakes area should be designated as non-motorized. This high-elevation area is simply too sensitive to motorized use of any kind to be able to adequately sustain such use. The soils are simply too erosive and the vegetation is too sensitive. The Forest Service needs to protect this area's beauty, solitude and wildlife habitat and security.	Alternative 3	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
092	Non-motorized All of the trails in the Hat Creek Lakes area should be designated as non-motorized. This high-elevation area is simply too sensitive to motorized use of any kind to be able to adequately sustain such use. The soils are simply too erosive and the vegetation is too sensitive. The Forest Service needs to protect this area's beauty, solitude and wildlife habitat and security.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Salmon-Cobalt	No
Forest Response: The 2009 FEIS did not change designation of this system route. Maintenance was completed in 2012 to address drainage and trail-tread issues. Additional work is planned for 2014.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
093	Non-motorize The Hat Creek Lakes Trail cannot sustain motorized use. There are deep ruts in the trail from motorcycle use at the lower elevations, several stream crossings, and attempts to maintain the trail have failed. In a couple spots the trail diverts the stream out of its channel. At the higher elevations, motorized use is not appropriate given the sensitive alpine environment.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Salmon-Cobalt	Yes
Forest Response: The 2009 FEIS Alternative 3 gave consideration for designation as non-motorized. Maintenance on this trail was completed in 2012 to address drainage and trail-tread issues. Additional work is planned for 2014. The portion of the trail that is designated for ATV use provides a connection to a BLM trail.				
094	Non-motorized All of the trails in the Hat Creek Lakes area should be designated as non-motorized. This high-elevation area is simply too sensitive to motorized use of any kind to be able to adequately sustain such use. The soils are simply too erosive and the vegetation is too sensitive. The Forest Service needs to protect this area's beauty, solitude and wildlife habitat and security.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Salmon-Cobalt	No
Forest Response: The 2009 FEIS did not change designation of this system route. Maintenance on this trail was completed in 2012 to address drainage and trail-tread issues. Additional work is planned for 2014.				
122	Non-motorized All of the trails in the Hat Creek Lakes area should be designated as non-motorized. This high-elevation area is simply too sensitive to motorized use of any kind to be able to adequately sustain such use. The soils are simply too erosive and the vegetation is too sensitive. The Forest Service needs to protect this area's beauty, solitude and wildlife habitat and security.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This is trail is non-motorized.				

Road/Trail #	ICL Suggested Designation and Rationale	Per Alternative	District	ICL Monitoring
177	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
236	Non-motorized Trails that lead up to and/or enter the Wilderness should be designated as non-motorized to prevent illegal use by motorized vehicles of the Wilderness. Furthermore, this trail does not provide a motorized loop opportunity. As such, this trail does not make for a logical motorized trail.	Alternatives 2-4	Salmon-Cobalt	No
Forest Response: This trail is non-motorized.				
251	Non-motorized All of the trails in the Hat Creek Lakes area should be designated as non-motorized. This high-elevation area is simply too sensitive to motorized use of any kind to be able to adequately sustain such use. The soils are simply too erosive and the vegetation is too sensitive. The Forest Service needs to protect this area's beauty, solitude and wildlife habitat and security.	None of the alternatives contemplate designating this route as non-motorized to address these resource concerns. The FEIS must analyze an alternative that considers this route for non-motorized designation to address these resource concerns.	Salmon-Cobalt	No
Forest Response: The 2009 FEIS did not change designation of this system route. Maintenance on this trail was completed in 2012 to address drainage and trail-tread issues. Additional work is planned for 2014. This route has traditionally been open seasonally, in the summer, to limit use to only the dry summer season for resource and wildlife protection. Only portions of the trail are high elevation.				

Appendix D: Road and Trail Maintenance

The Salmon-Challis National Forest has an extensive trail system encompassing over 3,000 miles of trails and providing recreation opportunities for a range of trail users. Of those system trails, 28 percent are motor vehicle trails suitable for travel by ATV, motorcycle or off-road vehicles (OHVs), but are still commonly used by hikers, mountain bikers and equestrian users. Traveling motor vehicle routes through the backcountry of Central Idaho has been a unique niche that the Salmon-Challis National Forest has filled for visitors from Idaho and around the nation. The motor vehicle trail network offers opportunities for exploration, adventure, sightseeing, and learning about the history of Idaho from mining to homesteading and ranching. The opportunity to explore portions of the American West along these routes for families and friends either on one-day trips close to communities, or on multi-day trips with infrequent encounters of other people, are rare in the increasingly urbanized culture, and draws trail users from around the country. Visitors value the Salmon-Challis National Forest trail system for its travel through beautiful country, offering a range of experiences from easy to more difficult, and for the network of loop trails and routes that connect to networks on neighboring public lands. (See Ride Idaho website: http://rideidaho.org)

Forest trails as a facility are primarily constructed and managed for highly concentrated and intensive use from travelers. The majority of the trail system miles meet the intent as a dedicated recreation facility, and most travelers stay on the trail tread. With this concentrated use on a native surface (no additional hardening applied to the trail tread) the tread can wear and rut. Rutting, which displaces soil from the center of the tread toward the edges, can occur from any type of concentrated use, motorized or non-motorized. Displacement of soils on the tread may affect riparian and water quality if the routes are adjacent to riparian areas. These impacts can be mitigated by either hardening the trail tread to prevent rutting, hardening fords where routes cross streams, or relocating sections of the trails away from riparian areas. The majority of the trail miles on the Forest are outside of riparian areas, and soil displacement does not have a secondary resource affect. The tread may look less aesthetic and water may pool in the ruts during the spring when snow melts, but in these situations there are no additional resource impacts.

Some segments of the trail system are adopted from previous road routes for mining and other non-recreation uses on the Forest, a portion of which predate the National Forest System, and were not always designed and constructed to minimize resource impacts. In these cases, the Forest continues to identify and assess the resource concerns that may result from these routes, and prioritize maintenance and/or realignment based on risks of impacts and available funds.

The Forest Service schedules route maintenance on an annual basis to address wear and rutting, and resource concerns on a prioritized basis. Often a portion of the maintenance is scheduled for the most heavily used trails. When unexpected events occur, such as heavy rains which can result in land mass or soil movements, or forest fires which present a higher risk of resource impacts from trail use; the Forest Service trail maintenance schedules must be flexible enough to address these unexpected events.

Maintenance Performed on Six Routes Closed by Court Order

Six routes on the Salmon-Challis National Forest were closed by Court Order identifying that likely irreparable harm would be caused by continued motor vehicle use. Documentation of maintenance to address resource concerns on those routes is demonstrated for each road or trail.

4051 Toolbox-Herd Creek Trail

In 2012, maintenance was completed to address a slump and rutting sections of the Toolbox-Herd Creek Trail identified in the lawsuit.

- The “slump” in question has been repaired. A 45-foot section of trail tread at the site of the slump was repaired by cutting out material and using it to fill holes providing a defined trail tread.

- One rock water bar was installed to direct water away from the trail tread to prevent rutting.

- A wall-less causeway was constructed to build up a 70-foot section of trail tread through a low point on the trail. A causeway is where ruts in the trail were filled with rock and crushed with a sledgehammer to form a hardened surface. The rock surface was then covered with 12” to 16” of soil.

Slump on Toolbox-Herd Creek Trail

Slump repaired

Low point on the trail

Wall-less causeway completed

4055 Burnt Aspen Trail

During the 2012 field season, 3.2 miles of trail maintenance was completed on the Burnt Aspen Trail to improve drainage and eliminate rutting. Prior to this year's maintenance, the trail only had a few drainage structures in place.

- 78 water bars were constructed.

- 1,625 feet of meadow rehabilitation was completed, consisting of construction of 84 check-steps with borrow material (crushed rock and soil) packed between the checks to repair the trail tread and eliminate rutting.

Rutted Trail

Waterbars and checksteps completed

During the 2013 season 2.1 miles of heavy maintenance was completed on the Burnt Aspen Trail including:

- 32 drainage structures, 21 check-steps and 125 feet of meadow rehabilitation.

Eroded trail turn before

Trail turn after maintenance

4091 Swauger Lake Trail

Maintenance was performed on the Swauger Lake Trail in 2012 to address unauthorized use.

- Forest closure order was posted at the Forest boundary advising the public the trail was closed to motor vehicle use.
- Jack fence was constructed to stop motor vehicle incursions on the trail while allowing foot and horse travel. The fence was constructed above the Forest boundary at the first point where topography allowed a physical barrier.

Dry Creek side forest closure order posted 9/10/2012

Dry Creek side, jack fence barrier constructed 09/10/2012

In 2013 heavy maintenance was completed on 2.02 miles of the Long Lost Creek side of this trail:

- Obstructing and repairing approximately 5,200 feet of unauthorized double track trail,
- 43 feet of rock causeway constructed, 33 trail drainage structures constructed/maintained and 10 rock check-steps constructed. Decommission unauthorized “short cut” routes and routes to vistas and hill climbs.

Trail crossing of water seep before maintenance

Trail crossing of seep after maintenance

40148 Badger Creek/4340 Bunting Canyon

Badger Creek Trail and Bunting Canyon Trail will remain permanently closed at the lower boundary of the Forest and private land to prevent motor vehicle use. This will prevent access to private land where the majority of trail damage was documented.

- The section of the Badger Creek Road (40418) identified by the Idaho Conservation League (ICL) with damage occurring on it is on private ground where the trail crosses the stream via a ford and above that where the Badger Creek Trail crosses through a moist aspen stand.

- The Bunting Canyon Trail (4340) comes off of Badger Creek Trail and is located in gravelly/rocky terrain with little sign of erosion or rutting. The stream crossings are gravel/rock fords.

- Badger Creek Road is closed at the lower boundary of the Forest and private land to prevent motor vehicle use of the Badger Creek and Bunting Creek Trails.

40437 Uncle Ike Mines

Uncle Ike Mines Trail will remain permanently closed. The trail does not provide a loop opportunity or access to unique recreation opportunities.

- Forest Service has permanently closed the trail to motor vehicle use at the junction with 4341.

- Uncle Ike Mine Trail connects with the Uncle Ike Creek Trail in an area where constructing a physical barrier is not practical due to topography and the lack of trees. The Forest closure order was placed at the beginning of the trail and a carsonite sign, identifying the trail is closed was installed in the middle of the trail. Within 0.5 miles this trail enters a heavily timbered bottom where the cutting of several larger diameter trees will effectively close the trail to motor vehicle use. This tree felling was done in 2013.

4024 Iron Lola Creek Trail (*aka* Bench Creek)

Maintenance to prevent rutting and unauthorized motorized use was completed in 2011.

- Dip drains were installed to keep water off of the trail and prevent rutting

- Small sections of trail were rerouted to provide better trail tread.

Additional trail maintenance was completed in 2012.

- Trail tread was significantly reduced in the first 0.5 miles by narrowing the trail using natural materials like boulders and logs to stop illegal motorized use.

Trail reroute

Use of natural materials to narrow trail tread

Maintenance Completed on Additional Routes Sought to be Closed

The plaintiffs identified an additional 23 routes on which they had concerns about potential resource impacts. The Forest Service agreed to address maintenance needs on these routes. The highest priority for continued trail maintenance will be trails under litigation and those severely affected by fire/natural disaster. Following is a description of the completed and scheduled maintenance on additional routes sought to be closed.

4039 Valley Creek Trail

In 2012, 2.1 miles of trail maintenance was completed to improve drainage and repair rutting in a meadow area. A portion of the maintenance work was burned over, but not damaged by the Halstead Fire.

- Three water bars were constructed to drain water away from the trail tread.
- 605 ft. of meadow rehabilitation was completed. The meadow rehabilitation included the construction of 30 check-steps with borrow material (crushed rock and soil) packed between the checks to repair the trail tread.

In 2013 heavy trail maintenance was completed on 1.7 miles of the Valley Creek Trail. This included:

- 700 feet of heavy tread maintenance
- 13 drainage structures, 17 check-steps and 550 feet of meadow rehabilitation.

BAER (Burned Area Emergency Response) repairs were also completed on 1.5 miles of this trail in 2013 which included:

- 1200 feet tread reconstruction,
- 12 Dip drains, 28 waterbars, and armored /repaired 2 creek crossings.

Rutting damage

Rock crushed in between check steps

Completed meadow trail rehabilitation

: Start of tread reconstruction

Crushed rock and check-step installation

Crushed rock and check-step installation completed

Completed tread repair

4188 East Pass Creek Trail

In the 2009 Record of Decision East Pass Creek Trail is incorrectly listed as route 4189. No maintenance was performed on 4189 in 2012. Comments received were for 4189 Sagebrush Trail. This trail provides a key connection from trail 4051 to open trails 4187 (McDonald Creek) and 4186 (Pine Creek) which are otherwise only accessible through private property. These trails collectively provide motorized access for hunters and to an extensive network of hiking trails and opportunities.

4268 Challis Creek Lakes Trail

Maintenance performed in 2012 included logging out the trail and diverting water from the trail to prevent soil erosion and rutting. In 2013 this trail had 3.5 miles of major trail work that involved drainage maintenance of the route, realignment of routes paralleling seasonal runoff, and eliminating driving hazards from the trail surface. Drainage maintenance included reestablishment and construction of new dips, and hardening of stream crossings.

Tread and drainage maintenance on 4268 Trail

40091 Challis Creek Lakes Road

Challis Creek Lakes Road, which provides access to the 4268 Challis Creek Lakes Trail, had 3 miles of major road work of similar scope completed in 2013. This included basic road surface, ditch cleanout, and culvert maintenance.

4092 Bear-Wet Creek Trail

The trail is designated open for 2-wheel motor vehicles. Amendment #9 to the Salmon-Challis National Forest Plan was completed in 1994 authorizing 2-wheel motor vehicle use on this trail. Potential impacts from use on this trail to elk security were evaluated by the forest wildlife biologist. Findings conclude that, due to low road densities in this part of the forest, and the absence of sensitive elk habitat, the potential impacts are very low. Maintenance on segments of this trail were performed in 2011, 2012 and 2013.

Unauthorized spur route before maintenance

Unauthorized spur route after maintenance

4340 Bunting Canyon

Bunting Canyon Trail comes off of Badger Creek Trail 40148 which is closed at the boundary to private land.

40134 Incorrectly listed in the 2009 ROD as North Fork Big Lost Road is Kane Creek Road

(Road 134) Maintenance to address stream fords on Kane Creek Road was performed in 2012.

- The road was realigned away from the stream to eliminate crossings.
- Large boulders were placed to prevent continued use of the crossings.

Realignment of road to eliminate stream crossings

Placement of boulders to prevent stream crossings

40136: Wild Horse Road

(Road 136) Road maintenance to contain dispersed camping sites and to correct drainage issues was completed in 2012.

- Road dips were constructed along the entire length of the road to help redirect seasonal runoff away from the road bed, as well as seasonal stream fords were hardened and redirected to cross the road to minimize vehicle disturbance.
- Cut slope ditches were cleaned out and made to function, and the material cleaned from the ditches was used to build up the road surface and help eliminate seasonal boggy sections.
- Unauthorized routes and dispersed camping along Wildhorse Road south of the campground were eliminated by placing boulders and vegetation to block routes. The unauthorized use above the trailhead was also blocked to prevent motor vehicle access.
- Large boulders embedded in the road were either bridged with material or removed, allowing motor vehicle users to stay on the desired route which prevents the route from becoming braided.

Barriers to prevent dispersed camping off Wild Horse

Boulders used to block unauthorized routes

Road dips to improve drainage

Vegetation placed to prevent dispersed camping

40157 North Creek Trail

Stream crossings were improved with maintenance completed on North Creek Trail in 2011 (See also 4209 Trail in this Appendix):

- Increased height of the approaches prevented the trail from capturing the stream.
- Rock and gravels placed at the stream crossings (fords) to harden the crossings improved stream crossings by reducing sediment in the stream.
- In 2011 thirteen structures/barriers were placed in the North Creek and Mormon Gulch drainages to stop motor vehicle use on unauthorized user created routes. In 2012 one more barrier was placed across an additional user created route in the North Creek drainage and existing barriers were repaired to prevent unauthorized motor vehicle use.

4064 Lake Creek Trail

The Lake Creek Trail system, including the main trail, loop trail, and spur trails, provides a rare opportunity for persons using motorcycles and four-wheeled ATV's to access high mountain

lakes. The Lake Creek Trail system establishes motorized vehicle access to seven mountain lakes and provides visitors with numerous recreational opportunities at these lakes including camping, picnicking, fishing, sightseeing, and floating. Since the trail is open to motorized vehicles, disabled persons and older persons who would not otherwise be able to visit these lakes are able to do so using motorized vehicles. In 2013 the Idaho Department of Parks and Recreation (IDPR) Trail Cat performed trail tread and drainage maintenance on 8.5 miles of the Lake Creek Trail.

4064.1 Rough Lake Cutoff Trail

This trail is approximately 1,000 feet long and provides an access route from the main Lake Creek Trail to Rough Lake. An assessment of this trail in 2012 found resource and safety issues with the 200 feet of trail closest to the lake. Shortening of the trail addressed resource impacts and safety concerns while allowing for ease of maintenance and motorized access within 500 feet of the lake.

Trail resource and safety issues before maintenance

Trail shortening to address resource and safety issues

4064.2 Long Lake Cuttoff Trail

This trial is approximately 0.7 miles long and provides an access route from the main Lake Creek Trail to Long Lake. In 2012 a barrier was installed and signing to discourage illegal motorized use that was occurring south of Long Lake.

4064.3 Golden Lake Cuttoff Trail

This trail is approximately 1.1 miles long and provides an access route from the main Lake Creek Trail to Big Lake, Big Lake #2, Big Lake #3, and Golden Lake. In 2012 personnel from the Forest Service and the Idaho Department of Fish and Game conducted an evaluation to determine the effectiveness of efforts to reduce the impacts of recreational activities along the south side of Big Lake. This evaluation indicated that:

- the inlet streams, wet areas, and riparian vegetation appear to be adequately protected from recreational activities,
- the impacted areas have largely recovered from the effects of past recreational use,
- the new campsite south of Big Lake is receiving some use, and

- even though a large number of motorized vehicles visit the lake, compliance with the motorized travel closure along the south side of the lake is high.

Overall, the evaluation concluded that efforts to reduce the impacts of recreational activities along the south side of Big Lake have been successful. It was recommended that the Forest Service continue to maintain the barrier fence, maintain the existing no motorized vehicle sign, install additional no motorized vehicle signs, and continuing periodic monitoring of the area.

Big Lake inlet crossing prior to closure in 1994

Big Lake inlet crossing in 2012 (post closure)

4064.4 Big Lake Cuttoff Trail

The trail is approximately 800 feet long and provides an access route from the Golden Lake Cutoff Trail to a campsite located approximately 350 feet south of Big Lake. This campsite was established in 2005 in an effort to draw camping use away from the Big Lake shoreline. The Forest Service and Idaho Department of Fish and Game assessment in 2012 determined this campsite is receiving some use which is drawing use away from Big Lake and compliance with the motorized travel closure beyond the end of the trail is high.

40411 Sawmill Gulch Road

(Road 411) Sawmill Gulch Road provides access to the popular Leatherman trailhead. Motor vehicle use is authorized by Forest Plan Amendment #9. The route has been surveyed to determine the best way to address drainage and trail tread issues. Implementation has not yet been scheduled.

40434 Long Lost Creek Road

(Road 434) ICL's reported concerns were assessed and impacts on the land could not be identified. This route is an authorized route under the Forest Plan Amendment #9. Long Lost Creek Road provides access to hunting, dispersed recreation and to two popular trailheads. Potential for impacts will continue to be monitored.

- Maintenance has been completed on this trail, including improving water bars, trail tread, and drainage. There are still a few places that need small realignments to avoid meadows or an alternative to address resource impacts from the trail.

4026 Swamp Creek Trail

Maintenance was completed in 2011 on Swamp Creek Trail to address drainage issues, tread conditions, stream crossings, and unauthorized use.

- Approximately 19 grade and rolling dips were constructed to direct seasonal runoff away from the trail tread.

- Approximately 19 shallow stream fords were constructed to reduce impact of motorized traffic.

- Approximately 815 feet of trail was rerouted from boggy areas to sustainable areas and 135 feet of trail was decommissioned.

- Trail maintenance included: removing rocks and roots that were causing users to braid around obstacles, and placement of obstacles in one of two tracks to discourage illegal ATV use and allow for restoration.

4032 Hay Creek-Knapp Creek Trail

In 2011 maintenance was completed on 2.9 miles on Hay Creek-Knapp Creek Trails to address wet areas, tread conditions, and stream crossings. The trail meets Forest Service standards for maintenance.

- Multiple turnpikes (130 feet) were built through boggy areas. The trail tread was elevated over wet sections by the construction of external walls made of either timber or stone. The structure was filled with rock then crushed with sledgehammers to form a hardened surface. The rock surface was then covered with 12” to 16” of soil.
- 27 water bars were constructed on the trail.
- Stream crossings were armored with check-steps where needed.
- Stream crossings were armored with check-steps where needed.

Boggy area of trail

Rock fill material

External walls with crushed fill material

Soil on completed turnpike

After maintenance was completed the trail was burned over by the Halstead Fire in 2012. Post-fire BAER work that was completed on 5.2 miles of this trail in 2013 included:

- 1900 feet of tread reconstruction
- Installed 14 drain dips, 43 log waterbars, 28 check-steps, crushed and filled 300 feet of rutted tread and armored/repaired 1 creek crossing

4033 Beaver Creek-Trail Creek Trail

Maintenance work to address drainage issues was completed in 2011. In 2012 the trail tread was narrowed significantly to stop unauthorized ATV use on the trail.

- Approximately 4 grade and rolling dips were constructed to direct seasonal runoff away from the trail tread.
- Approximately 5 shallow stream fords were constructed to reduce impact of motor vehicle traffic.
- Approximately 595 feet of trail was realigned from boggy areas to sustainable areas and 270 feet of trail was decommissioned.
- Trail maintenance included: removing rocks and roots that were causing users to braid around obstacles, and placement of obstacles in one of two tracks to discourage illegal ATV use and allow for restoration.

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 2.0 miles of this trail were completed in 2013.

4034 Hay Creek - Knapp Creek Cutoff Trail

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 1.0 miles of this trail were completed in 2013.

40177 Deadfall Creek Trail

Trail 6177 is non-motorized.

6093 Big Hat Creek Trail

Maintenance was completed in 2012 to address drainage and trail- tread issues. Additional work is planned for 2014.

4035.03 Winnemucca Creek Trail

Maintenance to address drainage issues was completed in 2011. In 2012 the trail tread was narrowed significantly to stop unauthorized ATV use on the trail.

- Approximately 31 grade and rolling dips were constructed to direct seasonal runoff away from the trail tread.
- Approximately 4 shallow stream fords were constructed to reduce impact of motorized traffic.
- Approximately 2,480 feet of trail was realigned from boggy areas to sustainable areas and 1,030 feet of trail was decommissioned.

Trail maintenance included: removing rocks and roots that were causing users to braid around obstacles, and placement of obstacles in one of two tracks to discourage illegal ATV use and allow for restoration.

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 1.5 miles of this trail were completed in 2013.

Trail tread improvement

Narrowed trail tread

Trees placed to block illegal route

Trail reroute with trees and debris placed to block old route

Maintenance Completed on Additional Routes Across the Salmon-Challis National Forest

Some segments of the trail system exist on the landscape from previous roads for mining and other non-recreation uses on the Forest as well as user-created routes. Roads were not always designed and constructed to minimize resource impacts. User-created routes often take the most direct route between two points which does not always minimize resource impacts. Working with a mix of planned and unplanned (user-created) routes, the Forest continues to maintain existing trails completing maintenance on highest priority routes first. In addition to maintenance completed on routes identified by plaintiffs, maintenance continues on numerous routes throughout the Forest. Following are a few examples of work completed to address issues identified across the Forest.

057 Boulder Lake Trail

Gate constructed to prevent unauthorized access

Jack fence constructed to prevent unauthorized access

4037.03 East Valley Creek–Basin Creek Trail

Stream crossing prior to maintenance

Stream crossing maintenance completed

Stream crossing prior to maintenance

Stream crossing maintenance completed

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 3.5 miles of this trail were completed in 2013 consisting of:

- 1175 feet of tread reconstruction, crushed and filled 525 feet of rutted trail
  - Installed 39 waterbars, armored /repaired 4 creek crossings, each with check-steps, and crush/fill, rerouted 50 feet of trail between creek crossings, installed 55 check-steps

Trail with post-fire debris and erosion

Trail clearing and tread repair completedof trail

4042 Little Basin Creek Trail

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 2.0 miles of this trail were completed in 2013 consisting of:

- 1050 feet tread reconstruction
- 14 Dip drains, 16 waterbars, armored /repaired 1 creek crossing

4041 Sunday Creek Trail

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 3.5 miles of this trail were completed in 2013 consisting of:

- 850 feet of tread reconstruction, crushed and filled 1550 feet of rutted tread
- Installed 46 log waterbars, 73 check-steps, 2 French drains, armored/repaired 2 creek crossings

4349 Basin Creek Trail

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 2.4 miles of this trail were completed in 2013 consisting of:

- 600 feet of tread reconstruction, crushed and filled 225 feet of rutted trail
- Installed 13 drain dips, 28 log waterbars, 35 check-steps
- 30 foot trail reroute with check-steps, crush and rock retaining wall

4209 North Creek Trail

Maintenance was completed to eliminate illegal use on 13 routes that leave the North Creek Trail and access high elevation alpine areas. Structures installed included: signing, felled trees, carsonite closure signs, jack/rail fence and railroad tie barriers.

Railroad ties placed to block illegal route

Trees placed to block illegal route

Jack fence built across illegal route with trees felled behind

Single panel jack fence built across illegal route

4341 Uncle Ike Creek Trail

See also 40437 Uncle Ike Mines Trail in this appendix.

Trail prior to realignment to avoid valley bottom

Completed realignment of trail

4038 Prospect Trail

This trail was burned over by the Halstead Fire in 2012. BAER repairs on 4.7 miles of this trail were completed in 2013 consisting of:

- 1250 feet of tread reconstruction, crushed and filled 125 feet of rutted trail
- Installed 129 waterbars
- Cleaned out culvert and repaired drainage
- Dug out existing French drain and rerouted drainage
- Armored /repaired 3 creek crossings, each with check-steps, and crush/fill