

Chapter 2. Alternatives, Including the Proposed Action

Introduction

The interdisciplinary team used the significant issues listed in chapter 1 to develop alternatives to the proposed action, as modified. Summarized briefly, the four significant issues are: amount and type of motorized access, motorized access for retrieving big game, motorized access for dispersed camping, and motorized areas. The alternatives approach the purpose and need—to provide for a designated system of roads, trails, and areas—differently. The alternatives respond to the significant issues.

In addition to the issues raised during the scoping period, the public provided an alternative for the forest staff to consider. The alternative provided was for only one district and reflected no change to the current motorized system displayed in alternative B. The action alternatives presented in this draft environmental impact statement incorporate elements of the proposal as well as other comments made by the public. The interdisciplinary team also used information from other agencies to develop and refine the alternatives.

Some people requested that the alternatives provide loops and/or trail systems for both single-track and ATV riding. Some of the alternatives incorporate aspects of this request, however, the purpose of this travel management plan is to designate a system of roads, trails, and areas open for motorized use, not to develop a comprehensive off-highway vehicle plan for ATV and single-track recreational experiences. An effort could be considered in the future, with appropriate NEPA analysis that would consider a plan for those specific types of activities.

No alternative curtails any nonmotorized activities; the change is where people can drive to get to places in the forest to do these activities. System roads and motorized trails would also be open for people to walk, hike, bike, or ride horses.

Development of the Alternatives

The interdisciplinary team developed alternatives to the proposed action to address the significant issues identified from public comments. The range of alternatives includes the modified proposed action (alternative F), no action (alternative B), all action alternatives, and alternatives considered but eliminated from detailed study. A decision can be made anywhere within the range.

Alternatives Considered in Detail

Alternative B – No Action

The no action alternative is required by 40 CFR 1502.14(d). No changes to the motorized system would occur and cross-country travel would continue to be permitted. This alternative would not meet the requirements of the Travel Management Rule to prohibit motor vehicle use off the designated system; however, it provides a baseline for comparison of effects of the alternatives. In this alternative the Gila National Forest would:

- remain open to cross-country motorized travel (except in off-road vehicle restricted areas such as wilderness and research natural areas);
- continue to keep 4,604 miles of roads and 16 miles of motorized trails (less than 50 inches wide) open to motorized vehicles and uses;

- continue to keep 3 miles of roads open seasonally from approximately April 1 to September 1 (table 5, p. 24);
- continue to allow motorized dispersed camping throughout the forest (except in off-road vehicle restricted areas such as wilderness and research natural areas (tables 9 and 11, p. 27);
- continue to allow motorized big game retrieval throughout the forest, (except in off-road vehicle restricted areas such as wilderness and research natural areas (tables 10 and 11, p. 27); and
- not amend the forest plan to prohibit motorized cross-country travel or to be made consistent with the Travel Management Rule.

Features Common to Two or More Alternatives

In alternatives that propose converting roads to motorized trails, reopening roads, changing roads from open to all vehicles to open to highway legal vehicles only, designating motorized dispersed camping corridors, or providing for motorized big game retrieval, the following definitions and methods would apply:

Converting roads to motorized trails: The conversion of roads to motorized trails would entail such things as signing or restricting access based on vehicle type.

Reopening roads: Reopening of roads includes both closed and decommissioned roads. Due to the forest being open to cross-country motorized travel, unauthorized motorized use has led to their continuous use. Most do not need any work to allow passage except for NFS Road 3050 (0.2 mile) where existing berms would be removed or reworked to allow passage and maintain drainage features.

Changing roads from open to all vehicles to open to highway legal vehicles only: The prohibition of vehicle types would be displayed on the motor vehicle use map and through signing. For all action alternatives, this would apply to roads shown in table 2.

Designating Motorized Dispersed Camping Corridors: On the Gila National Forest, motorized dispersed camping is primarily characterized as vehicles towing travel trailers or other types of trailers and driving off of roads some distance and setting up camp. Activities or the makeup of the camp often center around the vehicle or trailers. The Travel Management Rule allows for the route designations to include the limited use of motor vehicles within a specified distance of certain designated routes, solely for the purposes of dispersed camping (36 CFR 212.51 (b)).

Table 2. List of roads and location descriptions to be open to highway legal vehicles only

Road No.	Mile Post Begin	Mile Post End	Location Description	Ranger District
13	0.0	2.2	Within Quemado Lake Recreation Area boundary	Quemado
13 B	0.0	0.4	Within Quemado Lake Recreation Area boundary	Quemado
13 C	0.0	0.5	Within Quemado Lake Recreation Area boundary	Quemado
13 E	0.0	0.2	Within Quemado Lake Recreation Area boundary	Quemado
13 F	0.0	0.2	Within Quemado Lake Recreation Area boundary	Quemado
13 G	0.0	0.2	Within Quemado Lake Recreation Area boundary	Quemado
13 H	0.0	0.1	Within Quemado Lake Recreation Area boundary	Quemado
13 I	0.0	0.1	Within Quemado Lake Recreation Area boundary	Quemado
21 A	0.0	0.03	Ranger district office access	Reserve
21 B	0.0	0.1	Ranger district and facilities access	Reserve
40 D	0.0	0.2	Emory Pass Vista Point	Black Range
59	0.0	0.1	Ranger district office parking	Wilderness
95	0.0	0.1	Catwalk parking area	Glenwood
129	0.0	0.2	Ranger district office parking	Glenwood
141	0.0	19.0	State law prohibits off-highway (ATV) vehicles on paved roads	Reserve
319	0.0	0.2	Ranger district office parking	Quemado
363	0.0	0.2	Campground	Silver
506 A	0.0	0.3	Little Walnut Picnic Area	Silver
610	0.0	0.7	Campground	Wilderness
630	0.0	0.1	State law prohibits off-highway (ATV) vehicles on paved roads	Wilderness
819	0.0	0.8	Forest has right-of-way thru Oak Grove subdivision—no ATVs to reduce noise conflict	Silver
851	0.0	2.4	State law prohibits off-highway (ATV) vehicles on paved roads	Silver City
970	0.0	0.6	Gila Visitor Center access	Wilderness
970 B	0.0	0.1	Gila Visitors Center parking area	Wilderness
971	0.0	0.1	Vista Village Day Use and parking	Wilderness
973	0.0	0.04	Campground	Wilderness
973 A	0.0	0.1	Upper Scorpion Campground	Wilderness
973 B	0.0	0.1	Parking lot for Gila Cliff Dwellings and West Fork Trail Head	Wilderness
974	0.0	0.3	Campground	Wilderness
981	0.0	0.4	Aldo Leopold Picnic Area and Vista Point	Glenwood
4246 J	0.0	1.5	Reduce noise conflict; adjacent to private land	Silver
4318 K	0.0	0.04	Accesses airstrip	Reserve

To continue this type of camping opportunity in the forest, motor vehicles may be driven a specified distance off of each side of certain roads designated for motorized dispersed camping and these designations would be displayed on the motor vehicle use map. The total number of miles of forest and county roads from which motorized dispersed camping would be available varies among the action alternatives (see detailed alternative descriptions). Motor vehicle use within these motorized dispersed camping corridors would be limited to what is needed to provide access to and from the campsite off of the road and does not include general driving.

Cultural resource surveys and clearances may not be completed by the time of decision for all of the motorized dispersed camping corridors along designated motorized roads. Until surveys and clearances are completed, these corridors will not be shown on the motor vehicle use map. These surveys will be phased in over 3 years. If sites are found during the surveys, the designated corridor may be modified or eliminated. As clearances are completed, motorized dispersed camp corridors will appear on the motor vehicle use map, which will be republished annually.

Dispersed camping, such as tent camping, may occur anywhere on the forest. Riding horses and hiking to access a campsite is allowed anywhere on the forest. Parking for this type of dispersed camping may occur along any designated open road. Parking would be limited to one vehicle length, including any towed trailer, from the side of the road. Parking should occur where it is safe to park, does not cause resource damage (e.g., ruts), or is not already restricted.

Motorized Big Game Retrieval: The Travel Management Rule allows for route designations to include “the limited use of motor vehicles within a specified distance of certain designated routes, solely for the purposes of...retrieval of a downed big game animal by an individual who has legally taken that animal” (36 CFR 212.51 (b)).

Motorized big game retrieval would be implemented differently in each alternative (see detailed alternative descriptions). Hunters must possess a valid license for game management units within the Gila National Forest.

Motorized big game retrieval only applies to those portions of game management units within the Gila National Forest boundary. Use of motorized vehicles to retrieve a legally harvested and tagged big game animal would be limited to certain species and the specified distance on either side of the routes indicated in the alternative. The distance applies only to Gila National Forest lands. Motorized vehicles are prohibited within:

- National forest wilderness areas (36 CFR 261.18)
- National forest primitive areas (36 CFR 261.21)
- Restricted roads, trails, or areas specified in forest orders (36 CFR 261.50)

Hunters must follow all applicable New Mexico big game hunting regulations. To protect forest resources on forest designated open roads or off the designated road system (cross country), applicable laws or regulations must be followed, such as:

- Roads should not be damaged and left in a damaged condition (36 CFR 261.12 (c))
- Retrieval of big game should take a relatively direct and safe route (USDA Forest Service Southwestern Region Travel Management Rule Guidelines, June 2008)
- Motor vehicle use off road should not damage or unreasonably disturb the land, wildlife, or vegetative resources (36 CFR 261.15 (h))

- Use the minimum number of trips to retrieve a downed animal (USDA Forest Service Southwestern Region Travel Management Rule Guidelines, June 2008)
- Only one vehicle would be allowed for game retrieval per harvested animal (USDA Forest Service Southwestern Region Travel Management Rule Guidelines, June 2008)
- Motor vehicle use should not damage any natural feature or other property of the United States (36 CFR 261.9 (a))

Forest Plan Amendments

Seven “Gila National Forest Plan” amendments are needed to bring the forest plan up to date with current management of the forest, and to comply with the Travel Management Rule and proposal. The forest plan amendments (numbers 1 through 6) listed in table 3 would be implemented in all action alternatives.

Table 3. Land management plan amendments 1 through 6 that would be implemented in all action alternatives

Location and Management Area	Language to be Removed . . .	Will be Replaced with . . .
Mule Creek 4B (p. 131, Lands J11)	“Manage the areas above Mule Creek to remain open to all entry year-round”	Use of motor vehicles is managed by the travel management plan and displayed on the motor vehicle use map.
Mule Creek 4C (p. 139, Lands J11)	“..., and the portion above Mule Creek will remain open year-round”	Use of motor vehicles is managed by the travel management plan and displayed on the motor vehicle use map.
Hells Hole 4C (p. 139, Lands J11)	“Hells Hole will remain open to vehicle use, but because of topography, vehicle use will not occur in most portions of the area.”	Hells Hole will be closed to all motorized use.
Gila Bird Area 7A (p. 201, Recreation A02)	“Maintain ORV (off-road vehicle) closure on the Gila River Bird Area.”	Use of motor vehicles is managed by the travel management plan and displayed on the motor vehicle use map.
Silver City Watershed 7D (p. 216, Recreation A02)	“Maintain current ORV restrictions.”	Use of motor vehicles is managed by the travel management plan and displayed on the motor vehicle use map.
Fort Bayard 7C (p. 212, Recreation A02)	“Maintain current ORV closure.”	All alternatives: Motorized vehicle use access is limited to designated roads with parking allowed one vehicle length from the side of the road. No motorized big game retrieval is allowed.

Amendment No. 7

The “Gila National Forest Plan” needs to be amended to add and remove language from the recreation standards and guidelines related to the Off-Road Vehicle Policy (page 22 of the forest plan) so it is consistent with the Travel Management Rule and outdated schedules can be removed (table 4).

Table 4. Proposed Forest Plan Amendment No. 7 to change recreation standards and guidelines related to the off-road vehicle policy (language to be removed is indicated by a strikethrough and language to be added is in italics)

Management Prescription Applicable to all Areas except Wilderness		The Following Standards and Guidelines Will Apply Uniformly throughout the Gila National Forest
Resource	Activity	Standards and Guidelines
Recreation	A01	<p>ORV <i>OHV</i> Policy: <i>Prohibit motor vehicle use off the designated system of roads, trails, and areas, except as displayed on the motor vehicle use map.</i></p> <p>During the travel management process, forest personnel will determine which roads, trails and areas will be open to motorized vehicle use and which will be restricted or closed. The public will be involved in this process. Priority areas will be identified and scheduled within one year and the travel management process completed on these areas within three years. In general, the forest will be closed to motorized vehicle travel off the designated road and trail system and outside of designated areas. The following criteria below will be used. Exceptions to motorized vehicle restrictions can be granted by permit only <i>written authorization only</i>. These restrictions do not apply to emergency vehicle use. Restrictions and closures will be reviewed annually and the public will be notified of any change.</p> <p>Restricted (definition): Road, trail or area could be closed to motorized vehicle use. Could be restricted to certain types of vehicle, motorized use could be restricted to specific periods, etc.</p> <p>Criteria to be used in designating open, closed or restricted roads, trails and areas are:</p> <ul style="list-style-type: none"> Management emphasis of a specified area; Level of conflict between existing types of use; Required resource protection; Seasonal constraints; Special needs of users and management.
	A01	<p>Off-road vehicle <i>Travel management</i> implementation plan will be updated whenever changes occur as a result of travel management planning.</p>
	A01	<p>Recreation use of riparian zones will be managed to minimize damage to riparian resources.</p>

Alternative C

The Gila National Forest proposes to close the forest to motorized cross-country travel as stated in proposed plan amendment No. 7, except as described below:

- Add 8 miles of unauthorized routes and designate these routes as National Forest System (NFS) roads open to all vehicle types (table 5, p. 24).
- Reopen 4 miles of NFS maintenance level 1 roads and change to maintenance level 2 roads open to all vehicle types (table 5, p. 24).
- Change vehicle type on 28 miles of NFS roads from open to all motorized vehicles to open to highway legal vehicles only (table 2, p. 15 and table 5, p. 24). Highway legal vehicles are motor vehicles licensed under State law for general operation on all public roads within the state.
- Designate 1 mile of NFS roads to be open seasonally for all vehicle types from April 1 through September 1 (tables 5 and 6, p. 25).
- The following changes apply to motorized routes that will be open for the purpose of periodic administrative use or specific permitted uses only (table 7, p. 25):
 - Change the use on 170 miles of existing NFS roads currently open to all motorized uses.
 - Add 4 miles of unauthorized routes as roads.
 - Reopen 5 miles of maintenance level 1 roads and change to maintenance level 2.
 - Change 2 miles of NFS roads to NFS trails.
 - Add 2 miles of unauthorized ATV routes to the National Forest System.
- Close 143 miles of open NFS roads to all motorized vehicle uses (table 5, p. 24).
- Close 1 mile of open NFS motorized trails to all motorized uses (table 8, p. 26).
- Add 61 miles of unauthorized routes and designate as NFS trails for motorized vehicles less than 50 inches in width (table 8, p. 26).
- Open and convert 30 miles of NFS maintenance level 1 roads as NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).
- Convert 35 miles of NFS roads to NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).
- Add 13 miles of unauthorized routes and designate as NFS trails for single-track vehicles only (table 8, p. 26).
- Allow single-track vehicles (motorcycles) on 51 miles of previously nonmotorized NFS trails. Both motorized and nonmotorized uses would be allowed on the trails (table 8, p. 26).
- For the purpose of motorized dispersed camping, designate a specified distance of 300 feet on each side of (tables 9 and 11, p. 26):
 - 1,466 miles of specific designated open forest roads,
 - 0.2 mile of reopened maintenance level 1 roads,
 - 1 mile of unauthorized roads proposed to be added to the system, and
 - 71 miles of county roads.

- For the purpose of motorized big game retrieval, designate a specified distance of 1 mile on each side of open forest roads, county roads, and State and Federal highways located on National Forest System lands. Motorized big game retrieval would be limited to elk, deer, pronghorn, bear, javelina, and mountain lion (tables 10 and 11, p. 26).
- Areas:
 - Designate 38 small areas distributed over 29 acres open to all motorized vehicles. These areas have been traditionally used for motorized dispersed camping (table 12, p. 25 and table 14, p. 30).
 - Designate an area of 8 acres open to ATV and motorcycle use only (table 14, p. 30).

Alternative D

The Gila National Forest proposes to close the forest to motorized cross-country travel as stated in proposed plan amendment No. 7, except as described below:

- Add 6 miles of unauthorized routes and designate these routes as NFS roads open to all vehicle types (table 5, p. 24).
- Reopen 1 mile of NFS maintenance level 1 and change to maintenance level 2 roads open to all vehicle types (table 5, p. 24).
- Change vehicle type on 28 miles of NFS roads from open to all motorized vehicles to open to highway legal vehicles only (table 2, p. 15 and table 5, p. 24). Highway legal vehicles are motor vehicles licensed under State law for general operation on all public roads within the State.
- Designate 3 miles of NFS roads to be open seasonally for all vehicle types from April 1 through September 1 (tables 5 and 6, p. 24).
- Designate 8 miles of NFS roads to be open seasonally to all vehicle types from September 1 through February 28 (tables 5 and 6, p. 25).
- The following changes apply to motorized routes that will be open only for the purpose of periodic administrative use or specific permitted uses (table 7, p. 25):
 - Change the use on 337 miles of existing NFS roads currently open to all motorized uses.
 - Add 5 miles of unauthorized routes as roads.
 - Reopen 5 miles of maintenance level 1 roads and change to maintenance level 2.
 - Change 4 miles of NFS roads to NFS trail.
 - Add 2 miles of unauthorized ATV routes to the National Forest System.
 - Change the use on 1 mile of existing motorized NFS trails.
- Close 1,225 miles of open NFS roads to all motorized vehicle uses (table 5, p. 24).
- Close 7 miles of open NFS motorized trails to all motorized uses (table 8, p. 26).
- Add 34 miles of unauthorized routes and designate these as NFS trails for motorized vehicles less than 50 inches in width (table 8, p. 26).
- Open and convert 15 miles of NFS maintenance level 1 roads to NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).

- Convert 67 miles of NFS roads to NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).
- For the purpose of motorized dispersed camping, designate a specified distance of 300 feet on each side of (table 9 and table 11, p. 26):
 - 1,148 miles of specific designated open forest roads,
 - 0.2 mile of reopened maintenance level 1 roads,
 - 1 mile of unauthorized roads proposed to be added to the system, and
 - 34 miles of county roads.
- Motorized big game retrieval would be limited to the same corridors designated for motorized dispersed camping. Motorized big game retrieval would be limited to elk and deer (tables 10 and 11, p. 26).

Alternative E

The Gila National Forest proposes to close the forest to motorized cross-country travel, as stated in proposed plan amendment No. 7, except as described below:

- Add 2 miles of unauthorized routes and designate these routes as NFS roads open to all vehicle types (table 5, p. 24).
- Reopen 1 mile of NFS maintenance level 1 and change to maintenance level 2 roads open to all vehicle types (table 5, p. 24).
- Change vehicle type on 28 miles of NFS roads from open to all motorized vehicles to open to highway legal vehicles only (table 2, p. 15 and table 5, p. 24). Highway legal vehicles are motor vehicles licensed under State law for general operation on all public roads within the State.
- Designate 3 miles of NFS roads to be open seasonally for all vehicle types from April 1 through September 1 (tables 5 and 6, p. 24).
- The following changes apply to motorized routes that will open only for periodic administrative use or specific permitted uses only (table 7, p. 25):
 - Change the use on 423 miles of existing NFS roads currently open to all motorized uses.
 - Add 5 miles of unauthorized routes as roads.
 - Reopen 5 miles of maintenance level 1 roads and change to maintenance level 2.
 - Change 3 miles of NFS roads to NFS trails.
 - Add 2 miles of unauthorized ATV routes to the National Forest System.
 - Change the use on .6 mile of existing motorized NFS trails.
- Close 1,853 miles of open NFS roads to all motorized vehicle uses (table 5, p. 24).
- Close 15 miles of open NFS motorized trails to all motorized uses (table 8, p. 26).
- No motorized dispersed camping corridors would be designated (tables 9 and 11, p. 26).
- Motorized big game retrieval would not be allowed (tables 10 and 11, p. 26).

Alternatives F – Modified Proposed Action

The Gila National Forest proposes to close the forest to motorized cross-country travel as stated in proposed plan amendment No. 7, except as described below:

- Add 6 miles of unauthorized routes and designate these routes as NFS roads open to all vehicle types (table 5, p. 24).
- Reopen 1 mile of NFS maintenance level 1 roads and change to maintenance level 2 roads open to all vehicle types (table 5, p. 24).
- Change vehicle type on 28 miles of NFS roads from open to all motorized vehicles to open to highway legal vehicles only (table 2, p. 15 and table 5, p. 24). Highway legal vehicles are motor vehicles licensed under State law for general operation on all public roads within the State.
- Designate 3 miles of NFS roads to be open seasonally for all vehicle types from April 1 through September 1 (tables 5 and 6, p. 24).
- The following changes apply to motorized routes that will open for periodic administrative use or specific permitted uses only (table 7, p. 25):
 - Change the use on 286 miles of existing NFS roads currently open to all motorized uses.
 - Add 3 miles of unauthorized routes as roads.
 - Reopen 5 miles of maintenance level 1 roads and change to maintenance level 2.
 - Change 2 miles of NFS roads to NFS trails.
 - Add 2 miles of unauthorized ATV routes to the National Forest System.
- Close 889 miles of open NFS roads to all motorized vehicle uses (table 5, p. 24).
- Close 1 mile of open NFS motorized trails (table 8, p. 26).
- Add 53 miles of unauthorized routes and designate these routes as NFS trails open for motorized vehicles less than 50 inches in width (table 8, p. 26).
- Open and convert 23 miles of NFS maintenance level 1 roads to NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).
- Convert 90 miles of NFS roads to NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).
- For the purpose of motorized dispersed camping, designate a specified distance of 300 feet on each side of (tables 9 and 11, p. 26):
 - 1,383 miles of specific designated open forest roads,
 - 0.2 mile of reopened maintenance level 1 roads,
 - 0.2 mile of unauthorized roads proposed to be added to the system, and
 - 64 miles of county roads.
- Designate a specified distance of ½ mile on each side of open forest roads, county roads, and State and Federal highways on Gila NFS lands for motorized big game retrieval. Motorized big game retrieval would be limited to elk only (tables 10 and 11, p. 26).

- Areas:
 - Designate 38 small areas distributed over 28 acres open to all motorized vehicles. These areas have been traditionally used for motorized dispersed camping (table 12, p. 27 and table 13, p. 28).
 - Designate an area of 8 acres open to ATV and motorcycle use only (table 14, p. 30).

Alternative G – Preferred Alternative

The Gila National Forest proposes to close the forest to motorized cross-country travel as stated in proposed plan amendment No. 7, except as described below:

- Add 6 miles of unauthorized routes and designate these routes as NFS roads open to all vehicle types (table 5, p. 24).
- Reopen 1 mile of NFS maintenance level 1 roads and change to maintenance level 2 roads open to all vehicle types (table 5, p. 24).
- Change vehicle type on 28 miles of NFS roads from open to all motorized vehicles to open to highway legal vehicles only (table 2, p. 15 and table 5, p. 24). Highway legal vehicles are motor vehicles licensed under State law for general operation on all public roads within the State.
- Designate 3 miles of NFS roads to be open seasonally for all vehicle types from April 1 through September 1 (tables 5 and 6, p. 24).
- The following changes apply to motorized routes that will open for periodic administrative use or specific permitted uses only (table 7, p. 25):
 - Change the use on 286 miles of existing NFS roads currently open to all motorized uses.
 - Add 3 miles of unauthorized routes as roads.
 - Reopen 5 miles of maintenance level 1 roads and change to maintenance level 2.
 - Change 2 miles of NFS roads to NFS trails.
 - Add 2 miles of unauthorized ATV routes to the National Forest System.
- Close 909 miles of open NFS roads to all motorized vehicle uses (table 5, p. 24).
- Close 1 mile of open NFS motorized trails to all motorized uses (table 8, p. 26).
- Add 51 miles of unauthorized routes and designate these as NFS trails open to motorized vehicles less than 50 inches in width (table 8, p. 26).
- Open and convert 23 miles of NFS maintenance level 1 roads to NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).
- Convert 92 miles of NFS roads to NFS trails and designate for motorized vehicles less than 50 inches in width (table 8, p. 26).
- For the purpose of motorized dispersed camping, designate a specified distance of 300 feet on each side of (tables 9 and 11, p. 26):
 - 1,278 miles of specific designated open forest roads,
 - 0.2 mile of maintenance level 1 roads,

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- 1 mile of unauthorized roads proposed to be added to the system, and
- 48 miles of county roads.
- Motorized big game retrieval would be limited to the same corridors designated for motorized dispersed camping. Motorized big game retrieval would be limited to elk and deer (tables 10 and 11, p. 26).
- Areas:
 - Designate 38 small areas distributed over 28 acres open to all motorized vehicles. These areas have been traditionally used for motorized dispersed camping (table 12, p. 27 and table 13, p. 28).
 - Designate an area of 8 acres open to ATV and motorcycle use only (table 14, p. 30).

Table 5. Changes to road system in miles

Features of the Alternatives	Alt. B*	Alt. C	Alt. D	Alt. E	Alt. F*	Alt. G
Add unauthorized routes to NFS roads open to all vehicle types	0	8	6	2	6	6
Reopen NFS maintenance level 1 closed or decommissioned roads to all vehicle types	0	4	1	1	1	1
Change vehicle type on NFS roads to highway legal vehicles only	0	28	28	28	28	28
Change time of year on NFS roads to be designated seasonally open for all vehicle types, April 1 through September 1	3	1	3	3	3	3
Change time of year on NFS roads to be designated seasonally open for all vehicle types, September 1 through February 28	0	0	8	0	0	0
Close open NFS roads to all motorized vehicle uses	0	143	1,225	1,853	889	909

* Alternative B = no action, Alternative F = modified proposed action

Table 6. The following road segments are proposed to be designated seasonally open

Road No.	Begin MP	End MP	Total Miles	Description	Ranger District	Dates Seasonally Open	Alternative					
							B ¹	C	D	E	F ¹	G
38	3.3	4.3	0.9	Eagle Peak Lookout	Reserve	April 1 through September 1	X ²		X	X	X	X
154	6.9	7.1	0.2	Signal Peak Lookout	Silver City	April 1 through September 1	X ²		X	X	X	X
770	5.3	5.6	0.3	Fox Mountain Lookout	Quemado	April 1 through September 1	X ²	X	X	X	X	X
11 M	0.0	0.5	0.5	Mangas Mountain Lookout	Quemado	April 1 through September 1	X ²	X	X	X	X	X
119 A	0.0	0.9	0.9	Bearwallow Lookout	Glenwood	April 1 through September 1	X ²		X	X	X	X
4043 J	0.0	6.1	6.1	Resource Protection	Reserve	September 1 through February 28			X			
4172 O	0.0	1.1	1.1	Resource Protection	Reserve	September 1 through February 28			X			
4307 K	0.0	0.9	0.9	Resource Protection	Reserve	September 1 through February 28			X			

MP = milepost

¹ Alternative B = no action, Alternative F = modified proposed action² Currently, these roads are seasonally open from approximately April 1 through September 1**Table 7. Road and trail miles for use as “periodic administrative use” or “by written authorization only”**

Features of the Alternatives	Alt. B*	Alt. C	Alt. D	Alt. E	Alt. F*	Alt. G
Change open NFS roads	0	170	337	423	286	286
Reopen closed or decommissioned NFS roads	0	5	5	5	5	5
Add unauthorized routes	0	4	5	5	3	3
Total road miles	0	179	341	433	294	294
Change open NFS roads to ATV only	0	2	4	3	2	2
Change open NFS motorized trail	0	0	1	1	0	0
Add unauthorized routes to NFS motorized trail system	0	2	2	2	2	2
Total motorized trail miles	0	4	7	6	4	4

* Alternative B = no action, Alternative F = modified proposed action

Table 8. Changes to motorized trails in miles

Features of the Alternatives	Alt. B*	Alt. C	Alt. D	Alt. E	Alt. F*	Alt. G
Add unauthorized routes as NFS trails and designate for motorized vehicles less than 50 inches in width	0	61	34	0	53	51
Convert NFS closed or decommissioned roads to NFS trails for motorized vehicles less than 50 inches in width	0	30	15	0	23	23
Convert open NFS roads to NFS trails for motorized vehicles less than 50 inches in width	0	35	67	0	90	92
Shared use of NFS horse and foot trail by motorcycles (single track)	0	51	0	0	0	0
Add unauthorized routes as NFS trails and designate for motorcycles (single track)	0	13	0	0	0	0
Close open NFS motorized trails to motorized use	0	1	7	15	1	1

* Alternative B = no action, Alternative F = modified proposed action

Table 9. Motorized dispersed camping – 300 feet on both sides of the road

Features of the Alternatives	Alt. B ¹	Alt. C	Alt. D	Alt. E	Alt. F*	Alt. G
Open NFS roads	4,604	1,466	1,148	0	1,383	1,278
Unauthorized routes	0	1	1	0	0.2	1
Closed or decommissioned NFS roads	0	0.2	0.2	0	0.2	0.2
County roads	593	71	35	0	34	48
Total miles motorized dispersed camping (300 feet both sides of road)	5,197	1,538	1,183	0	1,447	1,327

¹ In alternative B, no action, the forest is open to cross-country travel, so no limit on distance except for wilderness and other restricted areas.

* Alternative F = modified proposed action

Table 10. Description of motorized big game retrieval by alternative

Alternative	Motorized Big Game Retrieval Features of the Alternatives
B*	No limit on distance or species. Forest is open to cross-country travel except for wilderness and other restricted areas.
C	Allowed within 1 mile from each side of designated open roads, county roads, and State and Federal highways for retrieval of elk, deer, bear, mountain lion, javelina, and pronghorn.
D	Allowed within 300 feet using same motorized dispersed camping corridors for retrieval of elk and deer.
E	None allowed
F*	Allowed within 1/2 mile from each side of designated open roads, county roads, and State and Federal highways for retrieval of elk only.
G	Allowed within 300 feet using same motorized dispersed camping corridors. Retrieval limited to deer and elk.

* Alternative B = no action, Alternative F = modified proposed action

Table 11. Estimated acreage of motorized dispersed camping and motorized big game retrieval

Motorized Activity in Acres	Alt. B*	Alt. C	Alt. D	Alt. E	Alt. F*	Alt. G
Motorized dispersed camping	2,441,804	110,780	85,921	0	104,390	95,994
Motorized big game retrieval	2,441,804	2,076,414	85,921	0	1,501,870	95,994

* Alternative B = no action, Alternative F = modified proposed action

Table 12. Areas open to all motor vehicles

Features of the Alternatives	Alt. B*	Alt. C	Alt. D	Alt. E	Alt. F*	Alt. G
Number	No limit, forest is open to cross-country motorized vehicle travel	38	0	0	38	38
Acres	2,441,804	28	0	0	28	28

* Alternative B = no action, Alternative F = modified proposed action

Table 13. Areas open to all vehicle types

Label ID	Township	Range	Section	Associated Road No. or Description	Ranger District	Acres	Alternatives					
							B	C	D	E	F	G
QA1	4S	21W	10, 15	NFSR 385	Quemado	0.5		X			X	X
QA2	4S	21W	14	NFSR 385	Quemado	0.7		X			X	X
QA3	2S	15W	7	NFSR 13 D	Quemado	0.4		X			X	X
QA4	3S	18W	24	NFSR 770	Quemado	2.4		X			X	X
QA5	3S	18W	24, 25	Intersection of NFSR 93 and U.S. 180	Quemado	2.1		X			X	X
QA6	5S	20W	3	Intersection of CAT-B007 and B012	Quemado	1.2		X			X	X
QA7	3S	17W	22	NFSR 93	Quemado	2.1		X			X	X
QA8	5S	20W	20	Intersection of CAT-B007 and B009	Quemado	0.5		X			X	X
QA9	3S	15W	25	Cat A095	Quemado	0.8		X			X	X
QA10	4S	15W	28, 29	NFSR 4188 R - CDT South Trailhead	Quemado	2.1		X			X	X
RA1	6S	19W	34	End of 4161 W	Reserve	7.8		X			X	X
WA1	15S	12W	8, 9, 16, 17	Celebration Site (Intersection of 4202 W, 4202 X, 4078 U, and 4078Y)	Wilderness	78.6						
WA2	15S	11W	32	NFSR 4080 T	Wilderness	0.4		X			X	X
WA3	15S	11W	31	NFSR 4080 T; 2 Sites	Wilderness	2.3		X			X	X
WA4	14S	11W	29	End of NFSR 4201 M	Wilderness	0.2		X			X	X
WA5	14S	11W	30	End of NFSR 4204 E	Wilderness	0.4		X			X	X
WA6	14S	11W	20	Intersection of NFSR 4204 E and NFSR 4204 D	Wilderness	0.5		X			X	X
WA7	14S	11W	30	End of NFSR 4204 D	Wilderness	0.2		X			X	X

Table 13. Areas open to all vehicle types

Label ID	Township	Range	Section	Associated Road No. or Description	Ranger District	Acres	Alternatives					
							B	C	D	E	F	G
WA8	14S	11W	30	NFSR 4079 P	Wilderness	0.4		X			X	X
WA9	14S	11W	30	NFSR 4079 P	Wilderness	0.1		X			X	X
WA10	14S	11W	30	NFSR 4079 P	Wilderness	0.4		X			X	X
WA11	14S	12W	36	End of 4079 P	Wilderness	0.7		X			X	X
WA12	14S	12W	25	End of NFSR 4205 F	Wilderness	0.5		X			X	X
WA13	14S	12W	25	End of NFSR 4205 G	Wilderness	0.6		X			X	X
WA14	14S	12W	35, 36	End of NFSR 4203 A	Wilderness	0.3		X			X	X
WA15	14S	12W	35	NFSR 4203 A	Wilderness	1.4		X			X	X
WA16	14S	12W	35	NFSR 4203 A	Wilderness	0.4		X			X	X
WA17	15S	11W	6	End of NFSR 4079 U	Wilderness	1.5		X			X	X
WA18	15S	12W	11, 12	NFSR 4079 T	Wilderness	0.4		X			X	X
WA19	15S	12W	14	NFSR 4079 T	Wilderness	0.6		X			X	X
WA20	15S	12W	14	NFSR 4079 T	Wilderness	0.5		X			X	X
WA21	15S	12W	14	NFSR 4079 T	Wilderness	0.3		X			X	X
WA22	15S	12W	14, 15	NFSR 4079 T and NFSR 4085 Y	Wilderness	0.8		X			X	X
WA23	15S	12W	15	NFSR 4079 Tand NFSR 4085 Z	Wilderness	0.7		X			X	X
WA24	15S	12W	15	NFSR 4079 T	Wilderness	0.6		X			X	X
WA25	15S	11W	11	NFSR 4080 W	Wilderness	0.2		X			X	X
WA26	15S	11W	11	NFSR 4080 W	Wilderness	0.2		X			X	X
WA27	15S	11W	23	End of NFSR 4086 V	Wilderness	0.2		X			X	X
WA28	15S	11W	27	NFSR 4204 B	Wilderness	0.7		X			X	X
WA29	15S	11W	34	End of NFSR 4204 B	Wilderness	0.4		X			X	X

* Alternative B = no action, Alternative F = modified proposed action

Table 14. Areas restricted to ATV and motorcycles only

Features of the Alternatives	Alt. B*	Alt. C	Alt. D	Alt. E	Alt. F*	Alt. G
Number	No limit, forest is open to cross-country travel	1	0	0	1	1
Acres	2,441,804.3	8	0	0	8	8

* Alternative B = no action, Alternative F = modified proposed action

Mitigations

The Council on Environmental Quality’s (CEQ) regulations for implementing NEPA define a mitigation as being measures that avoid, minimize, reduce, rectify, or compensate for impacts to the physical environment resulting from Federal actions (40 CFR 1508.20). They are things the Forest Service will do as part of implementing the decision to lessen any potential damage to natural or cultural resources. The mitigation measures listed here apply to all of the action alternatives.

Cultural Resources

Where we identify substantial impacts to cultural or historical resource sites from route designation, we will apply one of two mitigations:

1. The route, or a portion of the route, will be excluded from the motor vehicle use map.
2. The route, or a portion of the route, will be rerouted, reconstructed, or undergo another kind of physical mitigation. These activities would all require separate NEPA analysis and compliance with the National Historic Preservation Act.

Where we identify substantial impacts to cultural or historical resources from fixed-distance corridors for motorized dispersed camping or areas, we may apply one of two mitigations:

1. The corridor, or portions of the corridor, will be excluded from the motor vehicle use map so that sites are excluded from a corridor.
2. Other kinds of physical mitigation such as placement of fencing or barriers will be constructed to exclude sites from effects associated with designating the corridor.

Where we identify impacts to traditional cultural or historical properties from motorized access, we will apply two mitigations:

1. Where motorized access to traditional cultural properties is reduced because of designation, we will grant special use or other authorizations to users.
2. Where traditional cultural properties have the potential to be physically impacted by routes, fixed-distance corridors, or areas, mitigation will consist of not designating or using other kinds of mitigation to reduce adverse effects. In some cases, consultation with appropriate or traditional communities or practitioners may develop other mitigation measures resulting in traditional cultural or historical properties being avoided or not adversely affected by designation.

Alternatives Considered but Eliminated from Detailed Study

This section describes the alternatives considered but eliminated from detailed study and the reasons why. These are presented in no particular order. The Forest Service and public both developed alternatives that have not been carried forward in detail. Most suggestions from the public were not fully developed alternatives.

Alternative A – The Proposed Action

The proposed action was not studied in detail. The original proposed action (alternative A) has been eliminated from detailed analysis in this DEIS. Alternative F is the modified proposed action carried forward in the DEIS. Alternative A was eliminated for the following reasons:

- Technical errors were found in the data within this alternative. Errors included such things as: missing Forest Service constructed routes, wrong alignment, length errors, maintenance level identification, and incorrect jurisdiction identification. Technical errors have been corrected in the other action alternatives.
- Errors were found in the proposal (e.g., the proposed action originally proposed to close routes that were identified as a need by the public or forest staff for administrative uses or to access private inholdings).
- Approximately 100 miles of roads identified in the proposed action have been formally conveyed to counties and are no longer under Forest Service jurisdiction.
- A recent land exchange added new roads to the forest road system.
- There have been changes in route designations based on acquired rights-of-way.
- This alternative is very similar to alternative F; distinctions are not clear enough to show a major difference between this and the other alternative.
- All of the elements of the proposed action can be found in the other action alternatives.

Public Alternative for Wilderness Ranger District

The alternative submitted concerned only the Wilderness Ranger District. The alternative recommended no changes to be made to the current road system. Reasons not analyzed in detail follow:

- It was not comprehensive for the whole forest.
- All roads suggested were considered individually and incorporated into alternatives as appropriate, except where resource concerns or other administrative needs were identified.
- Alternative C incorporates nearly all of the routes identified in the public's alternative.

Comparison of Alternatives

Table 15. Overview of the key elements of the alternatives

Key Elements	Alternative					
	B	C	D	E	F	G
Miles of roads open to the public	4,604	4,266	2,977	2,332	3,343	3,323
Miles of motorized trails (less than 50 inches in width)	16	204	125	0	182	182
Miles of single-track (motorcycle) trails	0	64	0	0	0	0
Miles of routes for administrative use or by written authorization only	0	183	354	439	298	299
Total percent change in motorized roads and trails	0%	-2%	-33%	-50%	-24%	-24%
Miles open for motorized dispersed camping (300 feet on each side of road)	5,197 (no distance limit, forest is open)	1,538	1,183	0	1,447	1,327
Motorized big game retrieval (description and acres open for MBGR)	No limit on distance or species. Forest is open (approx. 2,441,804 acres).	1 mile from each side of designated open roads, county roads, and State and Federal highways for retrieving elk, deer, bear, mountain lion, javelina, pronghorn (approx. 2,076,414 acres)	300 feet using same motorized dispersed camping corridors for retrieving elk and deer (approx. 86,023 acres)	No motorized big game retrieval allowed (0 acres)	1/2 mile from each side of designated open roads, county roads, and State and Federal highways for retrieving elk only (approx. 1,501,870 acres)	300 feet using same motorized dispersed camping corridors for retrieving elk and deer (approx. 96,492 acres)
No. of areas (acres) open to all vehicles	No limit, forest is open	38 (29)	0 (0)	0 (0)	38 (29)	38 (29)

* Alternative B = no action, Alternative F = modified proposed action

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
Roads						
Safety	Currently some maintenance on majority of operation maintenance level (OML) 3–5 roads resulting in no reportable accidents.	No change from alt. B; there may be a minor redistribution of traffic due to a 3.5 percent reduction of OML 2 road miles.	No change from alt. B; there may be some redistribution of traffic due to a 28 percent reduction of OML 2 road miles.	No change from alt. B; anticipate more traffic on remaining OML 2 road miles.	No change from alt. B; there may be some redistribution of traffic due to a 21 percent reduction of OML 2 road miles.	No change from alt. B; there may be some redistribution of traffic due to a 21 percent reduction of OML 2 road miles.
Cost and Maintenance	Currently maintains approx. 11 percent of NFS roads.	Maintains approx. 11.5 percent of NFS roads after a mileage reduction of 3.5 percent. The addition of unauthorized routes is offset by the removal of greater OML 2.	Maintains approx. 15 percent of NFS roads after a mileage reduction of 28 percent.	Maintains approx. 18 percent of NFS roads after a mileage reduction of 40 percent.	Maintains approx. 14 percent of NFS roads after a mileage reduction of 21 percent.	Maintains approx. 14 percent of NFS roads after a mileage reduction of 21 percent.
Recreation						
Roadless	Currently 734,000 acres with 894 miles of roads and trails.	Reduces 64 miles of roads and trails and adds 79 miles of motorized trails but does not alter characteristics of roadless areas due to dispersed, remote trail locations.	Reduces 311 miles of roads and trails and adds 22 miles of motorized trails. Reduction in miles benefits and/or increases quality of roadless characteristics. Addition of motorized trails has low potential to alter characteristics of roadless areas due to dispersed, remote trail locations.	Reduces 445 miles of roads and trails and adds no miles of motorized trails. Reduction in miles benefits and/or increases quality of roadless characteristics.	Reduces 219 miles of roads and trails and adds 51 miles of motorized trails. Reduction in miles benefits and/or increases quality of roadless characteristics. Addition of motorized trails has low potential to alter characteristics of roadless areas due to dispersed, remote trail locations.	Reduces 217 miles of roads and trails and adds 53 miles of motorized trails. Reduction in miles benefits and/or increases quality of roadless characteristics. Addition of motorized trails has low potential to alter characteristics of roadless areas due to dispersed, remote trail locations.

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
Noise and User Conflict	All action alternatives eliminate cross-country motorized travel, except as described for the purposes of MDC and MBGR. Conflicts due to cross-country motorized travel will be eliminated or significantly reduced.					
	No change in short term – user conflicts and noise impacts will continue, with potential to increase in the long term.	Least reduction of noise and user conflict with the least reduction of miles.	Moderate reduction of noise and user conflict.	Most potential for reduction of noise and user conflict corresponding with the most reduction of miles.	Moderate reduction of noise and user conflict.	Moderate reduction of noise and user conflict.
Recreational Opportunities	No change to roads or motorized trails and forest is open to motorized cross-country travel. With the continuation of cross-country travel, a proliferation of unauthorized routes would occur. There would be a potential increase of conflicts between motorized and nonmotorized users.	Retains most miles of roads and trails open to motorized use, similar to alt. B except no cross-country travel. Allows for most MDC and MBGR compared to all action alternatives. Provides broader range of motorized recreation opportunities with inclusion of single-track trails. Designates 28 acres distributed among 39 areas that have been traditionally used for dispersed motorized camping as open to all motorized vehicles. This type of use is expected to continue. A total of 8 acres would be open on the Reserve Ranger District for motorcycle and ATV use.	Retains moderate level of miles of roads and trails open to motorized use, similar to alts. F and G. No cross-country travel. Allows for moderate level of miles of MDC, similar to F and G. Low level of MBGR allowed.	Retains least level of miles of roads and no motorized trails open to motorized use compared to other action alternatives. No cross-country, MDC, or MBGR.	Retains moderate level of miles of roads and trails open to motorized use, similar to alts. D and G. No cross-country travel. Allows for moderate level of miles of MDC, similar to D and G. Moderate level of MBGR allowed. Designates 28 acres distributed among 39 areas that have been traditionally used for dispersed motorized camping as open to all motorized vehicles. This type of use is expected to continue. A total of 8 acres would be open on the Reserve Ranger District for motorcycle and ATV use.	Retains moderate level of miles of roads and trails open to motorized use, similar to alts. D and F. No cross-country travel. Allows for moderate level of miles of MDC, similar to D and F. Low level of MBGR allowed. Designates 28 acres distributed among 39 areas that have been traditionally used for dispersed motorized camping as open to all motorized vehicles. This type of use is expected to continue. A total of 8 acres would be open on the Reserve Ranger District for motorcycle and ATV use.

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
Air Quality						
Visibility	Overall good to excellent visibility; Gila Class I Wilderness area certified for visibility impairment.	Negligible improvement.	Negligible improvement.	Negligible improvement.	Negligible improvement.	Negligible improvement.
Air Quality	Overall good to excellent air quality; currently meeting all State and Federal standards.	When compared to alternative B: Negligible improvement.	When compared to alternative B: Negligible improvement.	When compared to alternative B: Negligible improvement.	When compared to alternative B: Negligible improvement.	When compared to alternative B: Negligible improvement.
Soils						
Soils	A total 7,682 acres of motorized routes having impacts to the soil resource and watershed condition. Unrestricted cross-country travel.	Of the action alternatives (i.e., not including the no action alternative), this alternative shows the least reduction in potential negative effects from motorized big game retrieval.	This alternative is similar to alternative G in reducing potential negative effects from motorized big game retrieval.	This alternative does not allow motorized big game retrieval.	This alternative shows the second least reduction in potential negative effects from motorized big game retrieval.	This alternative is similar to alternative D in reducing potential negative effects from motorized big game retrieval.
		For all action alternatives: No decommissioning of routes is proposed under the TMR, routes will continue to have an impact to the soil resource and subsequent watershed condition. Erosion will continue on some routes and some routes may re-vegetate slowly over time. For routes and route densities, all alternatives are similar. Eliminating cross-country travel reduces the potential for negative effects.				

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
Water						
Riparian and Wetlands	No limits on cross-country travel	When compared to alternative B:	When compared to alternative B:	When compared to alternative B:	When compared to alternative B:	When compared to alternative B:
		Least opportunity for reducing negative impacts to riparian and wetland resources.	Second highest opportunity for reducing negative impacts to riparian and wetland resources.	Highest opportunity for reducing negative impacts to riparian and wetland resources.	Moderate opportunity for reducing negative impacts to riparian and wetland resources, similar to alt. G.	Moderate opportunity for reducing negative impacts to riparian and wetland resources, similar to alt. F.
	454 acres of motorized routes within riparian risk zone	18 fewer acres of motorized routes within riparian risk zone	136 fewer acres of motorized routes within riparian risk zone	200 fewer acres of motorized routes within riparian risk zone	82 fewer acres of motorized routes within riparian risk zone	88 fewer acres of motorized routes within riparian risk zone
	63,018 acres of motorized dispersed camping available within riparian risk zone	58,790 fewer acres of motorized dispersed camping available within riparian risk zone	60,756 fewer acres of motorized dispersed camping available within riparian risk zone	63,018 fewer acres of motorized dispersed camping available within riparian risk zone	59,500 fewer acres of motorized dispersed camping available within riparian risk zone	60,072 fewer acres of motorized dispersed camping available within riparian risk zone
	63,018 acres of motorized big game retrieval available within riparian risk zone	21,499 fewer acres of motorized big game retrieval available within riparian risk zone	60,756 fewer acres of motorized big game retrieval available within riparian risk zone	63,018 fewer acres of motorized big game retrieval available within riparian risk zone	33,115 fewer acres of motorized big game retrieval available within riparian risk zone	60,072 fewer acres of motorized big game retrieval available within riparian risk zone
	63,018 acres of riparian risk zone available for motorized areas	Less than 1 acre of riparian risk zone available for motorized areas	Less than 1 acre of riparian risk zone available for motorized areas	Less than 1 acre of riparian risk zone available for motorized areas	Less than 1 acre of riparian risk zone available for motorized areas	Less than 1 acre of riparian risk zone available for motorized areas
	1.33 acre of motorized routes within wetlands	0 fewer acres of motorized routes within wetlands	0.69 fewer acres of motorized routes within wetlands	0.77 fewer acres of motorized routes within wetlands	0.69 fewer acres of motorized routes within wetlands	0.69 fewer acres of motorized routes within wetlands

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
Riparian and Wetlands (continued)	353 acres of motorized dispersed camping available within wetland	309 fewer acres of motorized dispersed camping available within wetlands	315 fewer acres of motorized dispersed camping available within wetlands	353 fewer acres of motorized dispersed camping available within wetlands	311 fewer acres of motorized dispersed camping available within wetlands	312 fewer acres of motorized dispersed camping available within wetlands
	353 acres of motorized big game retrieval available within wetlands	8 fewer acres of motorized big game retrieval available within wetlands	314 fewer acres of motorized big game retrieval available within wetlands	353 fewer acres of motorized big game retrieval available within wetlands	25 fewer acres of motorized big game retrieval available within wetlands	312 fewer acres of motorized big game retrieval available within wetlands
	353 acres of wetlands available for motorized areas	0 acres of wetlands available for motorized areas	0 acres of wetlands available for motorized areas	0 acres of wetlands available for motorized areas	0 acres of wetlands available for motorized areas	0 acres of wetlands available for motorized areas
Water Quality		When compared to alternative B:	When compared to alternative B:	When compared to alternative B:	When compared to alternative:	When compared to alternative B:
	No limits on cross-country travel.	Least opportunity for improvement of water quality.	Second highest opportunity for improvement to water quality.	Highest opportunity for improvement to water quality.	Moderate opportunity for improvement to water quality, similar to alt. G.	Moderate opportunity for improvement to water quality, similar to alt. F.
	919 motorized route stream crossings on perennial and intermittent streams	69 fewer motorized route stream crossings on perennial and intermittent streams	342 fewer motorized route stream crossings on perennial and intermittent streams	491 fewer motorized route stream crossings on perennial and intermittent streams	158 fewer motorized route stream crossings on perennial and intermittent streams	176 fewer motorized route stream crossings on perennial and intermittent streams within 300 ft.
	291 miles of perennial and intermittent streams impacted by motorized routes within 300 feet	2 fewer miles of perennial and intermittent streams impacted by motorized routes within 300 feet	87 fewer miles of perennial and intermittent streams impacted by motorized routes within 300 feet	129 fewer miles of perennial and intermittent streams impacted by motorized routes within 300 feet	51 fewer miles of perennial and intermittent streams impacted by motorized routes within 300 feet	56 fewer miles of perennial and intermittent streams impacted by motorized routes

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
Water Quality (continued)	862 miles of perennial and intermittent streams potentially impacted by motorized dispersed camping	798 fewer miles of perennial and intermittent streams potentially impacted by motorized dispersed camping	828 fewer miles of perennial and intermittent streams potentially impacted by motorized dispersed camping	862 fewer miles of perennial and intermittent streams potentially impacted by motorized dispersed camping	809 fewer miles of perennial and intermittent streams potentially impacted by motorized dispersed camping	818 fewer miles of perennial and intermittent streams potentially impacted by motorized dispersed camping
	862 miles of perennial and intermittent streams potentially impacted by motorized big game retrieval	190 fewer miles of perennial and intermittent streams potentially impacted by motorized big game retrieval	828 fewer miles of perennial and intermittent streams potentially impacted by motorized big game retrieval	862 fewer miles of perennial and intermittent streams potentially impacted by motorized big game retrieval	393 fewer miles of perennial and intermittent streams potentially impacted by motorized big game retrieval	818 fewer miles of perennial and intermittent streams potentially impacted by motorized big game retrieval
	862 miles of perennial and intermittent stream potential impacted by motorized areas	No potential impacts to perennial and intermittent streams from motorized areas.	No potential impacts to perennial and intermittent streams from motorized area.	No potential impacts to perennial and intermittent streams from motorized area.	No potential impacts to perennial and intermittent streams from motorized area.	No potential impacts to perennial and intermittent streams from motorized area.
	78 motorized route stream crossings on impaired waters	9 fewer motorized route stream crossings on impaired waters	16 fewer motorized route stream crossings on impaired waters	16 fewer motorized route stream crossings on impaired waters	16 fewer motorized route stream crossings on impaired waters	16 fewer motorized route stream crossings on impaired waters
	44 miles of impaired streams impacted by motorized routes within 300 feet	3 fewer miles of impaired streams impacted by motorized routes within 300 feet	9 fewer miles of impaired streams impacted by motorized routes within 300 feet	11 fewer miles of impaired streams impacted by motorized routes with 300 feet	8 fewer miles of impaired streams impacted by motorized routes with 300 feet	8 fewer miles of impaired streams impacted by motorized routes with 300 feet
	126 miles of impaired streams potentially impacted by motorized dispersed camping	119 fewer miles of impaired streams potentially impacted by motorized dispersed camping	122 fewer miles of impaired streams potentially impacted by motorized dispersed camping	126 fewer miles of impaired streams potentially impacted by motorized dispersed camping	119 fewer miles of impaired streams potentially impacted by motorized dispersed camping	120 fewer miles of impaired streams potentially impacted by motorized dispersed camping
	126 miles of impaired streams potentially impacted by motorized big game retrieval	25 fewer miles of impaired streams potentially impacted by motorized big game retrieval	122 fewer miles of impaired streams potentially impacted by motorized big game retrieval	126 fewer miles of impaired streams potentially impacted by motorized big game retrieval	62 fewer miles of impaired streams potentially impacted by motorized big game retrieval	120 fewer miles of impaired streams potentially impacted by motorized big game retrieval

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
	126 miles of impaired streams potentially impacted by motorized big game retrieval	No potential impacts to impaired waters from motorized areas.	No potential impacts to impaired waters from motorized areas.	No potential impacts to impaired waters from motorized areas.	No potential impacts to impaired waters from motorized areas.	No potential impacts to impaired waters from motorized areas.
Road and Trail Condition Impacts on Watershed Health	No limits on cross-country travel which currently has minimal localized impacts on watershed condition overall; 7,682 acres of motorized routes impacting watershed health.	<p>When compared to alternative B:</p> <p>All action alternatives are similar. Localized negative impacts will occur with motorized dispersed camping corridors and motorized big game retrieval. Impacts associated with these activities are minimal forestwide with current use levels. Slight improvement to watershed condition will result from limiting cross-country travel; no change in route density or acres impacted by routes as no decommissioning proposed.</p>				
Fish Habitat						
Aquatic Habitat		When compared to alternative B:	When compared to alternative B:	When compared to alternative B:	When compared to alternative B:	When compared to alternative B:
	Currently cross-country travel is allowed and likely to contribute to additional unauthorized route development.	Slight decrease in relative risk to aquatic habitat and species.	Substantial decrease in level of relative risk to aquatic habitat and species.	Greatest reduction in level of relative risk to aquatic habitat and species.	Moderate reduction in level of relative risk to aquatic habitat and species.	Moderate reduction in level of relative risk to aquatic habitat and species. Similar to alt. F with slight decrease in relative risks.
	862 miles of stream within area available for cross-country travel	126 fewer miles of stream in areas available for cross-country travel associated with MBGR and MDC	829 fewer miles of stream in areas available for cross-country travel associated with MBGR and MDC	No streams within cross-country travel area associated with MBGR and MDC.	341 fewer miles of stream in areas available for cross-country travel associated with MBGR and MDC	818 fewer miles of stream in areas available for cross-country travel associated with MBGR and MDC

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
	302 miles of motorized routes within 300 feet of streams and 919 stream crossings contributing to risk of impacts to aquatic habitat and species	There is no change from alt. B in the 302 miles of motorized route within 300 feet of streams. There are 69 fewer stream crossings contributing to risk of impacts to aquatic habitat and species.	93 fewer miles of motorized route within 300 feet of streams and 342 fewer stream crossings contributing to risk of impacts to aquatic habitat and species	139 fewer miles of motorized routes within 300 feet of streams and 491 fewer stream crossings contributing to risk of impacts to aquatic habitat and species	56 fewer miles of motorized route within 300 feet of streams and 158 fewer stream crossings contributing to risk of impacts to aquatic habitat and species	60 fewer miles of motorized route within 300 feet of streams and 176 fewer stream crossings contributing to risk of impacts to aquatic habitat and species
Wildlife Habitat						
Wildlife Habitat	Cross-country travel is allowed and likely to contribute to additional unauthorized route development, with the greatest potential to cause harvest and disturbance.	Allows a 1-mile distance for MBGR, and increase in miles of motorized routes is similar to alternative B. Depending on location, for certain focal groups there may be a slightly greater potential for harvest and disturbance than alt. B.	Except for alt. E, this alternative causes the least harvest and disturbance effects to most focal groups. There still remains a fairly high potential to cause harvest effects to the Chiricahua leopard frog.	Most beneficial of the action alternatives for most wildlife focal groups, particularly for federally listed terrestrial wildlife species.	Compared with the five action alternatives, this alternative is better than C, not as good for E and D, and slightly less than G.	Compared with the five action alternatives this alternative is better than C and F, but not as good as E and D for most focal groups.
Invasive Species						
Plants	Would allow for the largest potential for spread of invasive plant species with continued cross-country motorized use.	Very similar to alternative B and, when compared to other alternatives, would have the second largest potential for spread of invasive plant species.	Moderate potential for spread of invasive plant species compared to alternative B and, when compared to other alternatives, would have the second smallest potential for spread of invasive plant species.	Least potential for spread of invasive plant species compared to alternative B and, when compared to other alternatives, would have the least amount of potential for spread of invasive plant species.	Lower potential for spread of invasive plant species compared to alternatives B and C.	Lower potential for spread of invasive plant species compared to alternatives B, C and F.

Table 16. Summary of the effects described in detail in chapter 3

Resource	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
Cultural Resources						
Cultural Resources	Maximum access to the most cultural sites due to cross-country travel; highest potential for effects to cultural sites.	Second highest potential for access and effects to cultural sites. National Historic Preservation Act compliance = No adverse effect.	Second lowest potential for effects to cultural sites due to less access to fewer sites. National Historic Preservation Act compliance = No adverse effect.	Least potential for effects to cultural resources; least access to fewest sites. National Historic Preservation Act compliance = No adverse effect.	Moderate access and effects to cultural resources; more effects than D, E, and G; fewer effects than B and C. National Historic Preservation Act compliance = No adverse effect.	Low to moderate access and effects to cultural resources; more effects than D and E; fewer effects than B, C, and F. National Historic Preservation Act compliance = No adverse effect.
Social and Economic						
Motorized Uses	No change from current motor vehicle use on the forest.	Most opportunity for motor vehicle use including routes, MDC, areas, and MBGR.	Moderate opportunity for motor vehicle use including routes and MDC. MBGR is limited to MDC corridors and is, therefore, reduced greatly.	Least opportunity for motor vehicle use. No opportunities for MDC and MBGR.	Moderate opportunity for motor vehicle use including routes, MDC, and areas. Greater opportunity for MBGR than alts. D and G with ½-mile corridor.	Moderate opportunity for motor vehicle use including routes, MDC, and areas. MBGR is limited to MDC corridors and is, therefore, reduced greatly.
Employment and Income	The precise relationship between miles of road and economic impacts is unknown; however, using the Recreation Economic Contribution Analysis model, it is assumed that jobs and income increase with more miles of road and decrease with fewer miles of road. According to the economic impact analysis, none of the alternatives will significantly affect jobs and income.					

