Wrangell-St. Elias National Park and Preserve
Nabesna Off Road Vehicle Plan / EIS Draft Alternatives

Dear Park Visitor:

Wrangell-St. Elias National Park and Preserve is in the process of developing an Environmental Impact Statement considering the effects of Off-Road Vehicle use on nine trails within the Nabesna District of the park. The park conducted public scoping last spring and received numerous comments regarding the project. These comments were helpful in creating a set of draft management alternatives that describe actions that protect the park's resources while providing reasonable access.

Because of our commitment to meaningful public involvement, we are making the draft management alternatives available for public review and comment. Your comments will then be used to refine the alternatives to be analyzed in the Draft Environmental Impact Statement due out in November of 2009. We have developed a draft alternative package that includes a description of the project purpose and need, a narrative overview of each alternative, a comparison table of the alternatives, and alternative maps. We have not identified a preferred alternative. You can obtain a copy of the draft alternative package one of several ways:

1. Go to the park's website at http://www.nps.gov/wrst/parkmgmt/planning.htm and download it.
2. Go to the National Park Service Planning, Environment and Public Comment site at http://parkplanning.nps.gov/WRST and download it. You can also submit comments on this website.
3. Request a hard copy from the park at (907)-822-7276. One will be sent to you.
4. Pick up a hard copy from one of the following locations: Wrangell-St. Elias National Park and Preserve headquarters in Copper Center, the Glennallen public library, or the Slana post office.

To be most helpful, comments should be specific and directed at actions proposed within alternatives. If you dislike a trails management proposal, please explain why and suggest an alternative action. If you have ideas for trails management that are not presented within the range of alternatives, please suggest them.

Please submit your comments by January 10, 2009. You can submit your comments one of several ways:

1. E-mail the project manager directly at: bruce_rogers@nps.gov
2. Mail comments to: Wrangell-St. Elias National Park and Preserve, Attn: Bruce Rogers, P.O. Box 439, Copper Center, Alaska, 99673.
3. Submit comments through the National Park Service Planning, Environment, and Public comment site at the website listed above.

Thank you for your interest in this project and for your participation.
If you have any questions, please call Bruce Rogers at (907)-822-7276.

Sincerely,

Meg Jensen

Meg Jensen
Superintendent


NPS Photo

PURPOSE AND NEED FOR THE PROJECT

The purpose of the plan is a broad statement of goals and objectives that the NPS intends to fulfill by taking action. Need is a discussion of existing conditions, problems that need to be remedied, discussions that need to be made and policies or mandates that need to be implemented. The management alternatives on the following pages present different ways of meeting or attempting to meet the purpose and need.

Purpose

The purpose of the plan is to provide continued opportunities for appropriate and reasonable access to wilderness and backcountry recreational activities, while accommodating subsistence and access to inholdings; and protecting scenic quality, fish and wildlife habitat, and other park resource values. For recreational Off Road Vehicle (ORV) use, appropriate access includes the following:

- Access to sport hunting in the preserve.
- Access to backcountry destinations for fishing, hiking, dispersed camping, float trips, mountaineering, or other non-motorized recreational pursuits.

Need

An ORV plan/EIS is needed to:

- Create a trails/transportation plan for existing trails in the Nabesna District as called for in the General Management Plan (GMP).
- Address the impacts to park resources that are occurring because of ORV use in the Nabesna district.
- Consider other recreational opportunities and evaluate opportunities to provide a diversity of recreational opportunities.
- Address conflicts among trail users.

NARRATIVE DESCRIPTION OF MANAGEMENT ALTERNATIVES

This section includes definitions and a discussion of actions that are common to all alternatives. It also fully describes each of the management alternatives to be fully analyzed in the Environmental Impact Statement (EIS). The table on pages 6-14 presents an easy trail-by-trail alternative comparison. Maps demonstrating each alternative are also provided


NPS Photo

Wrangell-St. Elias National Park and Preserve was established in 1980 with the passage of the Alaska National Interest Lands and Conservation Act (ANILCA). ANILCA states that Wrangell-St. Elias National Park and Preserve will be managed to maintain unimpaired the scenic beauty and quality of the Alaskan landscapes in their natural state; and to provide continued opportunities, including reasonable access for mountain climbing, mountaineering, and other wilderness recreational activities. The park's management of Off Road Vehicles must be consistent with these purposes. The following set of management alternatives was developed based on public comment and suggestion; NPS legal, regulatory, and policy direction; and environmental constraints.

Some alternatives provide more access; others provide additional resource protection through management measures such as trail improvement or degraded trail closures.

The Draft EIS will analyze the effects of each alternative so that NPS can best determine which alternative or mix of alternative actions best meets the project purpose and need.

Actions Common to All Alternatives

These prescriptions are common to all alternatives presented on the following pages.

- The following classes of vehicles, because of their size, weight, width, or ground psi exerted, will not be permitted on any of the nine trails, either for recreational or subsistence purposes or to access private lands: Nodwells or other tracked rigs greater than 5.5 feet in width or 4,000 lbs. curb weight; street legal highway vehicles; dune buggies; custom 4x4 trucks designed for off road use; deuce and ½ (2 ½ ton military 6x6); dozers and excavators; and log skidders. Wheeled vehicles (including ATVs, UTVs, and Argos) may be up to 1,500 lbs. curb weight.
- Those using ORVs for recreational purposes are required to obtain a permit from the NPS. Permit conditions that are common to all alternatives include: No recreational ORV use is permitted in designated wilderness and all recreational ORV users must stay on existing trails.

Alternative Descriptions

Alternative 1, No Action

This alternative reflects management of recreational ORV use under the conditions of the lawsuit settlement. Under this alternative, recreational ORV use would be permitted on the Caribou Creek, Trail Creek, Lost Creek, Soda Lake, Reeve Field, and Boomerang trails. Recreational ORV use is only permitted on the Suslota trail, Tanada trail and Copper Lake trail (past the Boomerang turn-off) under frozen conditions. No change to subsistence ORV use (encouraged to obtain a permit but not required, may travel off of established trails, and may utilize ORVs in wilderness). No major trail improvement projects would occur. Trail maintenance would continue at current levels (maintenance responding to safety-related trail problems or acute resource impacts). This alternative results in the seasonal closure of 38.3 miles (41%) of trails to recreational ORV use. This represents 80% of the trail segments currently classed as degraded, very degraded, or extremely degraded.

NPS Photo.

Alternative 2, Open to Recreational ORV Use

This alternative would permit recreational ORV use on all nine trails (93.8 miles or 100%). There would be no change to subsistence ORV use. No major trail improvements would occur. Trail maintenance would continue at current levels (maintenance responding to safety related trail problems or acute resource impacts).

KEY DEFINITIONS

Off-Road Vehicle: Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, snow, ice, marsh, wetlands, or other natural terrain. Does not include snowmachines or watercraft such as jetboats, airboats, or jetskis.

Tracked vehicles: This includes tracked vehicles less than 5.5 feet wide and less than 4,000 lbs. curb weight. This generally includes Weasels or smaller off-road vehicles converted to tracks. Under the alternatives, tracked vehicles may be permitted for use on specific trails.

Frozen conditions: Frozen conditions occur when the soil is frozen to a depth of 6 inches or more, measured from the soil surface, and all trail surface waters (e.g. in mudholes) are sufficiently frozen to support the weight of permitted ORVs and any trailers. "Unfrozen conditions" refers to the period of time when these conditions do not exist, generally June through October.

Subject to temporary closure: Trails would be subject to temporary closure when impacts could no longer be contained within the existing trail footprint. This threshold would be different for each trail based on existing trail conditions, climatic conditions, and amount of trail use. Measurement would be taken on each trail at a representative portion of the trail. If ORV users are forced onto previously undisturbed areas because of degraded conditions, the trail will be temporarily closed. The temporary closure would be imposed until conditions changed to allow ORV use to be contained within the existing trail footprint.

Identification of non-motorized route: Reconnaissance of route to check for viability or safety considerations. If route is viable, a description, photos, and maps would be posted on the Wrangell-St. Elias National Park/Preserve website.

Identification, layout, and marking of non-motorized routes: A route is designed and laid out to integrate elements of sustainable trails, including curvilinear layout and grade control, but no tread construction occurs. The route is marked utilizing rock cairns, carsonite posts, or other minimal marking techniques.

Multi-use trail: A trail that is designed and constructed to accommodate multiple uses such as hiking, ORV use, mountain biking, horseback riding, etc.

Trail construction: Construction includes brushing and tread construction along a designed and laid-out route, incorporating all elements for a sustainable trail, including curvilinear layout, grade control, integrated water control, durable tread surface, and integrating well into the environment.

Trail hardening: the technique of modifying trail surfaces so they will support use without unacceptable resource impacts. This may occur through replacing or capping unsuitable soils or by providing a durable surface (such as corduroy, geo-block, or surface matting) over unsuitable soils.

Trail re-routing: Moving the location of a trail alignment to an area that, because of different soils or topography, allows the application of trail construction principles.

Trail maintenance: Tread improvement along an existing alignment. Can include brushing, trail hardening, integration of water control, or re-construction.

Maintainable trail: a trail that does not meet "design-sustainable" criteria, but with appropriate and cost effective maintenance can support a managed level of use without unacceptable environmental degradation or a decrease in travel surface utility.

Recreational ORV use: Any use of ORVs not related to federally qualified subsistence activities or access to inholdings. A large percentage (75% – 85%) of the use classified as "recreational" is related to sport hunting in the national preserve.

Alternative 3, Closed to Recreational ORV Use
Under this alternative, all nine trails (93.8 miles or 100%) would be closed to all recreational ORV use. No change to subsistence ORV use. Recreational use of snowmachines would still be allowed under frozen conditions. No major trail improvement projects would occur. Trail maintenance would continue at current levels, as described under Alternative 1. Some non-motorized routes would be identified, as described in the comparison table below.

Alternative 4, Minimum Trail Improvements
This alternative minimizes investment in trail improvement projects but relies on administration of ORV use to address trail and resource degradation. Trail-by-trail administration and improvement actions are displayed in the comparison table below. On trails prone to degradation, all ORV use would be subject to temporary closure based on climatic and soil moisture conditions, as defined under "key definitions". Once proposed trail improvements are in place, trail maintenance would increase to a level that would correct unsafe situations, correct natural resource damage, and restore the trail to the planned design standard. Non-motorized routes would be identified as displayed in the table below. See Map 1.

Implementation of this alternative would result in approximately 8 miles of trail improvement to at least a maintainable standard. Seasonal closure to recreational ORV use (with the exception of tracked rigs on the Boomerang trail) would occur on 61.7 miles (66%) of the trails. This represents 94% of the trail segments currently classed as degraded, very degraded, or extremely degraded. It is expected, under the conditions described for temporary closures, that at least four of the nine trails (Suslota, Tanada Lake, Copper Lake, and Reeve Field) would be temporarily closed to all ORV users during portions of most summers.

NPS Photo. Trail improvements would address trail braiding.

Alternative 5, Moderate Trail Improvements
This alternative balances investment in trail improvement projects with regulation of recreational ORV use to address trail and resource degradation. Trail-by-trail administration and improvement actions are displayed in the comparison table below. Because of the costs associated with trail improvements, this alternative implements a trail use fee. All recreational ORV users would be required to pay an annual user fee of $30.00 for a permit.
Once proposed trail improvements are in place, trail maintenance would increase to a level that would correct unsafe situations, correct natural resource damage, and restore the trail to the planned design standard. With increased investment, this alternative identifies additional non-motorized trails or routes in the area in order to provide a diversity of recreational experiences and enhance multiple use trail opportunities. See map 2.


NPS Photo. Trail rutting on the Tanada Lake Trail.

Implementation of this alternative would result in trail improvement of 28.6 miles to at least a maintainable standard. Trail improvement would allow recovery in 28% of the trail segments classified as degraded, very degraded, or extremely degraded. The alternative would result in the seasonal closure of 45.2 miles (48%) to recreational ORV use (with the exception of tracked rig use on Boomerang Lake trail). This represents 72% of the trail segments currently classified as degraded, very degraded, or severely degraded.

Alternative 6, Maximum Trail Improvements
This alternative relies on heavy investment in trail improvement projects to address trail and resource degradation on the nine trails currently open to recreational ORV use. In addition to ORV use, trails would be upgraded to accommodate multiple uses such as mountain biking, hiking, and horseback riding. Trail-by-trail administration and improvement actions are displayed in the comparison table below. Because of the high costs for trail improvements, this alternative implements a trail use fee. All recreational ORV users would be required to pay an annual user fee of $50.00 for a permit.
With increased investment, this alternative constructs additional non-motorized trails in the area in order to provide a diversity of recreational experiences and enhance multiple use trail opportunities. Once proposed trail improvements are in place, trail maintenance would increase to a level that would correct unsafe situations, correct natural resource damage, and restore the trail to the planned design standard. See map 3.

Implementation of this alternative would result in trail improvement of 48.9 miles (52%) of the trails to at least a maintainable standard. Trail improvement would allow recovery in 62% of the trail segments classified as degraded, very degraded, or extremely degraded. The alternative would result in the seasonal closure of 22.3 miles (22%) to recreational ORV use (with the exception of tracked rigs on the Boomerang Lake trail).

DETAILED DRAFT ALTERNATIVES

Trail	Alternatives					
	1 No Action	2 Open to Rec	3 Closed to Rec	4 Minimum Imp	5 Moderate Imp	6 Maximum Imp
Suslota Trail 7.3 miles.	**Improvements:** None **Management:** *Recreation:* Closed to rec ORV use during unfrozen period. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded with stable trend. **Improvement Cost:** $0	**Improvements:** None. **Management:** *Recreation*: Open. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded with downward trend. **Improvement Cost:** $0	**Improvements:** None **Management:** *Recreation:* Closed at all times. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded with stable trend. **Improvement Cost:** $0	**Improvements:** None **Management:** *Recreation:* Closed to rec ORV users during unfrozen period. *Subsistence:* Open, subject to temporary closure. **Trail Condition and Anticipated Trend:** Degraded with stable to upward trend. **Improvement Cost:** $0	**Improvements:** None. **Management:** *Recreation:* Closed to rec ORV users during unfrozen period. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded with stable trend. **Improvement Cost:** $0	**Improvements:** Harden trail or utilize minor re-routes to park/preserve boundary. **Management:** *Recreation:* After improvements, open to appropriate rec ORV users. *Subsistence:* Open, must stay on improved trail in degraded areas. **Trail Condition and Anticipated Trend:** Good with stable trend. Improved for multi-use trail. **Improvement Cost:** $700,000

Trail	Alternatives					
	1 No Action	2 Open to Rec	3 Closed to Rec	4 Minimum Imp	5 Moderate Imp	6 Maximum Imp
Caribou Creek Trail **3.6 miles**	**Improvements:** None	**Improvements:** None.	**Improvements:** None	**Improvements:** None	**Improvements:** Minor trail hardening, re-alignment of creek crossing, and re-routing of upper portion.	**Improvements:** Major trail hardening, re-grading of upper portion, and re-alignment of creek crossing.
	Management: *Recreation:* Open *Subsistence:* Open	**Management:** *Recreation:* Open *Subsistence:* Open	**Management:** *Recreation:* Closed *Subsistence:* Open	**Management:** *Recreation:* Trail open to appropriate rec ORV use, subject to temp closure. *Subsistence:* Open subject to temp closure.	**Management:** *Recreation:* After improvements, trail open to appropriate rec ORV use. *Subsistence:* Open.	**Management:** *Recreation:* After improvements, trail open to appropriate rec ORV use. *Subsistence:* Open.
	Trail condition and Anticipated Trend: Fair-Degraded with downward trend.	**Trail Condition and Anticipated Trend:** Fair-Degraded with downward trend.	**Trail Condition and Anticipated Trend:** Fair-Degraded with stable to upward trend.	**Trail Condition and Anticipated Trend:** Fair-Degraded with stable to upward trend.	**Expected Trail Condition and Trend:** Fair with stable trend. Moderate improvement for multi-use.	**Expected Trail Condition and Trend:** Good with stable trend. Major improvement for multi-use.
	Improvement Cost: $0	**Improvement Cost:** $0.	**Improvement Cost:** $0	**Improvement Cost:** $0	**Improvement Cost:** $10,000 – 50,000	**Improvement Cost:** $50,000 – 100,000

Trail	Alternatives					
	1. No Action	2. Open to Rec	3. Closed to Rec	4. Minimum Imp	5. Moderate Imp	6. Maximum Imp
Trail Creek Trail **6.1 miles**	**Management:** None **Regulation:** *Recreation:* Open *Subsistence:* Open **Trail Condition and Anticipated Trend:** Good with stable trend.	**Management:** None. **Regulation:** *Recreation:* Open *Subsistence:* Open **Trail Condition and Anticipated Trend:** Good with stable trend.	**Management:** None **Regulation:** *Recreation:* Closed *Subsistence:* Open **Trail Condition and Anticipated Trend:** Good with stable trend.	Same as Alternative 1, but only appropriate rec ORV uses permitted.	Same as Alternative 1, but only appropriate rec ORV uses permitted.	Same as Alternative 1, but only appropriate rec ORV uses permitted.
Lost Creek Trail **5.9 miles**	**Improvements:** None **Management:** *Recreation:* Open *Subsistence:* Open **Trail Condition and Anticipated Trend:** Fair to Good with stable trend. **Improvement Cost:** $0	**Improvements:** None. **Management:** *Recreation:* Open *Subsistence:* Open **Trail Condition and Anticipated Trend:** Fair to Good with stable trend. **Improvement Cost:** $0.	**Improvements:** None **Management:** *Recreation:* Closed *Subsistence:* Open **Trail Condition and Anticipated Trend:** Fair to Good with stable trend. **Improvement Cost:** $0	**Improvements:** Mark alternate route around creek crossings first two miles of trail. **Management:** *Recreation:* Open to appropriate rec ORV uses. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Good with stable trend. **Improvement Cost:** <$1,000	**Improvements:** Mark and brush alternate route around creek crossings. **Management:** *Recreation:* Open to appropriate rec ORV uses. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Good with stable trend. **Improvement cost:** <$5,000	**Improvements:** Mark, brush and blade where necessary an alternate route around creek crossings. **Management:** *Recreation:* Open to appropriate rec ORV uses. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Good with stable trend. **Improvement cost:** <$5,000

Trail	Alternatives					
	1. No Action	2. Open to Rec	3. Closed to Rec	4. Minimum Imp	5. Moderate Imp	6. Maximum Imp
Soda Lake Trail **12 miles**	**Improvements:** None	**Improvements:** None	**Improvements:** None	**Improvements:** Re-route around private property.	**Improvements:** New construction utilizing re-route from Lost Creek to Platinum Creek to avoid private property and degraded trail segments.	**Improvements:** New construction utilizing re-route from Lost Creek to Platinum Creek, trail capping for multi-use surface.
	Management: *Recreation:* Open. *Subsistence:* Open.	**Management:** *Recreation:* Open. *Subsistence:* Open.	**Management:** *Recreation:* Closed. *Subsistence:* Open.	**Management:** *Recreation:* After improvements done, trail open to appropriate rec ORV use. *Subsistence:* Open, subject to temporary closure.	**Management:** *Recreation:* After improvements done, trail open to appropriate rec ORV use. *Subsistence:* Open, but old Soda Lake trail closed to allow for recovery.	**Management:** *Recreation:* After improvements done, trail open to appropriate rec ORV use. Old degraded trail closed to all ORV users. *Subsistence:* Open.
	Trail Condition and Anticipated Trend: Degraded with downward trend in these segments.	**Trail Condition and Anticipated Trend:** Degraded with downward trend in these segments.	**Trail Condition and Anticipated Trend:** Upward trend in good and fair segments, stable trend in degraded segments.	**Trail Condition and Anticipated Trend:** Re-route would eliminate some degraded segments. Otherwise, stable trend in all other segments. Minor improvement for multi-use.	**Trail Condition and Anticipated Trend:** Fair to good, with stable trend. Moderate improvement for multi-use.	**Trail Condition and Anticipated Trend:** Good, with stable trend. Major improvement for multi-use.
	Improvement cost: $0	**Improvement cost:** $0.	**Improvement cost:** $0	**Improvement cost:** $10 – 50,000	**Improvement Cost:** $100,000 - $150,000.	**Improvement Cost:** $150,000-$200,000.

Trail	Alternatives					
	1. No Action	2. Open to Rec	3. Closed to Rec	4. Minimum Imp	5. Moderate Imp	6. Maximum Imp
Reeve Field Trail **5.0 miles**	**Improvements:** None. **Management:** *Recreation:* Open *Subsistence:* Open **Trail Condition and Anticipated Trend:** Degraded to Very Degraded with downward trend. **Improvement Cost:** $0	**Improvements:** None **Management:** *Recreation:* Open *Subsistence:* Open **Trail Condition and Anticipated Trend:** Degraded to Very Degraded with downward trend. **Improvement Cost:** $0	**Improvements:** None **Management:** *Recreation:* Closed. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded with stable trend. **Improvement Cost:** $0	**Improvements:** None **Management:** *Recreation:* Open to appropriate rec ORV use under permit to first Jack Creek crossing, closed beyond during unfrozen period. *Subsistence:* Open, subject to temp closure. **Trail Condition and Anticipated Trend:** Degraded with stable to upward trend. **Improvement Cost:** $0	**Improvements:** Re-route following old road bed with spot hardening. **Management:** *Recreation:* After improvements, open to appropriate rec ORV use. *Subsistence:* Open, old trail closed to all ORV users to allow for recovery. **Trail Condition and Anticipated Trend:** Fair with stable trend. Moderate improvement for multi-use. **Improvement Cost:** $50,000-100,000	**Improvements:** Re-route following old road bed, with spot hardening and trail capping for multi-purpose use. **Management:** *Recreation:* After improvements, open to appropriate rec ORV use. Old degraded trail closed to all ORV users to allow for recovery. *Subsistence:* Open; old degraded trail segment closed to allow recovery. **Trail Condition and Anticipated Trend:** Good with stable trend. Major improvement for multi-use. **Improvement Cost:** $100,000-150,000

Trail	Alternatives					
	1. No Action	2. Open to Rec	3. Closed to Rec	4. Minimum Imp	5. Moderate Imp	6. Maximum Imp
Tanada Lake Trail **17.6 miles**	**Improvements:** None **Management:** *Recreation:* Closed during unfrozen period. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded to Severely Degraded with stable to downward trend. **Improvement Cost:** $0	**Improvements:** None **Management:** *Recreation:* Open. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded to Severely degraded with downward trend. **Improvement cost:** $0	**Improvements:** None **Management:** *Recreation:* Closed *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Degraded to Severely degraded with stable trend. **Improvement cost:** $0	**Improvements:** None **Management:** *Recreation:* Closed during unfrozen period. *Subsistence:* Open, subject to temp closure. **Trail Condition and Anticipated Trend:** Degraded to severely degraded with stable to upward trend. **Improvement cost:** $0	**Improvements:** Re-construct utilizing trail hardening and minor re-routes 10 miles in to Tanada Lake. **Management:** *Recreation:* After improvements, open to appropriate rec ORV use. Old trail closed past improved segment. *Subsistence:* Open, must stay on improved trail in degraded areas to allow recovery. **Trail Condition and Anticipated Trend:** On improved segment, fair to good with stable to upward trend. Moderate improvement for multi-use. **Improvement cost:** $750,000 - $1,250,000	**Improvements:** Re-construct utilizing trail hardening and minor re-routes to wilderness boundary. **Management:** *Recreation:* After improvements, open to appropriate rec ORV use. *Subsistence:* Open, must stay on improved trail in degraded segments to allow recovery. **Trail Condition and Anticipated Trend:** Fair to Good with stable to upward trend. Major improvement for multi-use. **Improvement Cost:** $1.5 – 2,000,000

Trail	Alternatives					
	1. No Action	2. Open to Rec	3. Closed to Rec	4. Minimum Imp	5. Moderate Imp	6. Maximum Imp
Copper Lake Trail **19.4 miles**	**Improvements:** None	**Improvements:** None	**Improvements:** None	**Improvements:** Minor trail hardening to Tanada Creek crossing.	**Improvements:** Trail upgrades to Copper River, including bladed ramp to floodplain, bridge at Tanada Creek, and spot hardening and tread improvement.	**Improvements:** Trail upgrades to Copper Lake, including bladed ramp to floodplain, bridge at Tanada Creek, and spot hardening and tread improvement.
	Management: *Recreation:* Closed past Boomerang trail turn-off. *Subsistence:* Open.	**Management:** *Recreation:* Open *Subsistence:* Open	**Management:** *Recreation:* Closed *Subsistence:* Open	**Management:** *Recreation:* Open to rec ORV use to Tanada Creek. Beyond Tanada, closed to rec ORV use except tracked rigs using Boomerang trail. *Subsistence:* Open, subject to temp closure.	**Management:** *Recreation:* After improvements, open to appropriate rec ORV use to Copper River. Closed from Boomerang turn-off to Copper Lake. *Subsistence:* Open.	**Management:** *Recreation:* After improvements, open to appropriate rec ORV use. Close old route to ALL ORV use to allow recovery. *Subsistence:* Open. Old degraded trail segments closed to to allow recovery.
	Trail Condition and Anticipated Trend: Degraded to Severely Degraded with stable to downward trend.	**Trail Condition and Anticipated Trend:** Degraded to Severely degraded with downward trend.	**Trail Condition and Anticipated Trend:** Degraded to Severely degraded with stable to downward trend.	**Trail Condition and Anticipated Trend:** Degraded to Severely degraded with stable to upward trend. Minor improvement for multi-use.	**Trail Condition and Anticipated Trend:** Fair to Good with stable trend to Copper River. Past Boomerang turn-off, degraded to very degraded with stable trend. Moderate improvement for multi-use to Copper River.	**Trail Condition and Anticipated Trend:** Fair to Good with stable trend to Copper lake. Major improvement for multi-use.
	Improvement Cost: $0	**Improvement Cost:** $0	**Improvement Cost:** $0	**Improvement Cost:** $5,000 – 10,000	**Improvement Cost:** $100,000-150,000	**Improvement Cost:** $500,000 - $750,000.

Trail	Alternatives					
	1. No Action	2. Open to Rec	3. Closed to Rec	4. Minimum Imp	5. Moderate Imp	6. Maximum Imp
Boomerang Lake Trail **16.9 miles**	**Improvements:** None **Regulations:** *Recreation:* Open, Copper River crossing presents major barrier to most ORVs. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Fair to degraded with stable to downward trend. **Improvement Cost:** $0	**Improvements:** None **Regulations:** *Recreation:* Open *Subsistence:* Open **Trail Condition and Anticipated Trend:** Fair to degraded with stable to downward trend. **Improvement Cost:** $0	**Improvements:** None **Regulations:** *Recreation:* Closed to all rec ORV use. *Subsistence:* Open. **Trail Condition and Anticipated Trend:** Fair to degraded with stable trend. **Improvement Cost:** $0	**Improvements:** None **Regulations:** *Recreation:* Tracked rigs only, subject to temporary closure. *Subsistence:* Tracked rigs only, subject to temporary closure. **Trail Condition and Anticipated Trend:** Fair to degraded with stable trend. **Improvement Cost:** $0	**Improvements:** Construct bladed ramp out of Copper River. **Regulations:** *Recreation:* After improvements, open to tracked rigs only. *Subsistence:* Open to tracked rigs only. **Trail Condition and Anticipated Trend:** Fair with stable trend. **Improvement Cost:** $10,000-50,000	Same as Alternative 5

Trail	Alternatives					
	1. No Action	2. Open to Rec	3. Closed to Rec	4. Minimum Imp	5. Moderate Imp	6. Maximum Imp
Other trail opportunities	**Improvements:** None other than those described as common to all alternatives. **Improvement Cost:** $0	**Improvements:** None other than those described as common to all alternatives. **Improvement Cost:** $0	**Improvements:** The following non-motorized routes would be identified: -Caribou Creek trail to Rock Creek - Upper Platinum to Soda Lake - Platinum Creek to Reeve Field trail **Improvement Cost:** $5,000 - $10,000	**Improvements:** The following non-motorized routes would be identified: -Caribou Creek to Rock Creek. -Lost Creek trail to upper Platinum Creek. -Upper Platinum to Soda Lake. -Platinum Creek to Reeve Field Trail. **Improvement Cost:** $10,000	**Improvements:** The following non-motorized routes would be identified, laid out, and marked: -Caribou Creek to Rock Creek. -Upper Platinum to Soda Lake. -Platinum Creek to Reeve Field Trail. -Skookum over Sugarloaf mesa to Tanada Lake. -from end of improved Tanada trail segment to Tanada Lake. -from wilderness boundary at Goat Creek, up Pass Creek, down Wait Creek, along Jacksina Creek to Nabesna. **Improvement Cost:** $30,000 - $40,000	**Improvements:** The following non-motorized trails would be constructed: -Caribou Creek to Rock Creek. -Upper Platinum to Soda Lake. -Platinum Creek to Reeve Field Trail. -trail over Sugarloaf mesa. -from wilderness boundary at Goat Creek, up Pass Creek, down Wait Creek, along Jacksina Creek to Nabesna. -from Caribou Creek trail contouring at approximately 3,500 feet, seven miles west towards Suslota trail. -from Tanada trail to Tanada Lake, by-passing private land. **Improvement Cost:** @$5,000/mile = $275,000.