

2.0 PROJECT ALTERNATIVES

2.1 INTRODUCTION

The purpose of this chapter is to outline the process that was used to develop alternatives and to describe and compare the differences among the various alternatives for managing the 8.5-mile section of Gold Camp Road that is the subject of this planning and Plan/EIS process. The comparison is intended to clearly frame the issues, inform the public, and provide a clear basis for choice among options for the decision-maker.

2.2 FORMULATION OF ALTERNATIVES

Alternatives were developed for this project that would meet the purpose of and need for the action identified in Chapter 1, would be consistent with planning frameworks that were identified for the project, would respond to the issues identified during agency and public scoping, and would ensure analysis of a range of reasonable alternatives. The decision-maker has the latitude to choose, modify, or combine elements of alternatives in his/her final decision.

In developing alternatives that identified vehicle traffic, the Forest Service has the obligation and commitment to provide a safe travel way. Specific standards and design requirements must be met prior to opening Gold Camp Road to public traffic as outlined in the various alternatives. It is against Forest Service policy to add to the inventory of sub-standard roads open to public travel. Considerations for out-year maintenance and operations must also be identified.

2.2.1. Planning Framework

The plan for the 8.5-mile section of Gold Camp Road that results from this current effort must take into account several factors. The following list provides a summary of those factors that were used to help frame the plan:

- Motorized access on the upper 7.5 miles of Gold Camp Road must be kept open to emergency, fire control, fuels management, and access to private inholdings.
- Emergency access must also be maintained on the 1-mile stretch of lower Gold Camp road between the gate at North Cheyenne Canyon Road and Tunnel #3.
- The preservation of the historic character and features must be maintained consistent with the road's listing on the National Register of Historic Places.
- Safety on the road and tunnel must be a prime consideration.
- The Plan must be consistent with the Forest Plan and other statutes, initiatives, policies, and regulations (Forest Service and other agencies).
- The Plan must be consistent with El Paso County and City of Colorado Springs management plans, including the management practices of the North Cheyenne Cañon Park.
- The Plan must incorporate seasonal closures for environmental conditions and safety (e.g., existing or new Forest Orders).

2.2.2. Issues

Scoping identified issues and concerns associated with the proposed plan that were expressed by the public. Issues identified during scoping are addressed in this analysis in the following ways: formulation of alternatives; safety, management, and engineering criteria for alternatives; mitigation measures applied to alternatives; and analysis of alternatives.

Issues are categorized as key or non-key. Key issues are those that were used during the formulation of alternatives. Key issues are usually addressed by considering alternatives to the proposed plan, whether they were considered in detail or dropped from further analysis. Other (non-key) issues represent substantial concerns; however, these issues are usually addressed within the criteria of the proposed alternatives, mitigation measures, or tracked through the effects analyses. The key issues used in the formulation of alternatives are summarized in Chapter 1.0.

2.2.3. Plan Concepts

Using the purpose and need, the planning frameworks, and the identified issues, the Forest Service Interdisciplinary Team developed various concepts for different plans that could be considered for managing this 8.5-mile section of Gold Camp Road. They also eliminated some from detailed study. The plan concepts developed were:

- No Action – No changes to the tunnel or current management
- Stabilize Tunnel #3 with Minimal Changes in Current Management
- Partial Opening to Motorized Use – Stabilize the tunnel, keep the 1 mile below the tunnel closed to motorized use while opening the 7.5 miles above the tunnel to motorized use
- Open To Motorized Use With a One-Way Traffic Pattern
- Fully Open to Motorized Use – Similar to the situation prior to the collapse of Tunnel #3
- Fully Open with Additional Trail Development Along the Road – The additional trails would help minimize conflicts with motorized use of the road.

These concepts were presented to interested parties via a newsletter and public meetings. In addition, a planning workshop was conducted where interested parties had the opportunity to comment on the positive and negative aspects of each concept and identify specific issues related to each. The public was given the opportunity to identify any implementation details or mitigation that could be considered for each concept and any additional concepts that should be considered.

2.2.4. Alternative Development

The IDT then developed alternatives to be considered in detail that represent different ways to achieve the purpose and need of the project while addressing the key issues identified during the process described above.

Potential alternatives were evaluated for their ability to meet the purpose and need, to comply with the planning frameworks that had been identified, and to respond to issues. In addition, the following criteria were used to help screen potential action alternatives:

- The alternative must be feasible from a technical and economic standpoint while remaining environmentally responsible.

- The alternative must be implementable from an ongoing management perspective.
- The alternative must be capable of implementation in a timely manner.

2.3 ALTERNATIVES CONSIDERED IN DETAIL

Alternatives for managing the 8.5-mile section of Gold Camp Road include a no action alternative and six action alternatives:

Alternative A – No Action

Alternative B – Stabilize Tunnel #3 with Minimal Changes

Alternative C – Partially Open Road to Motorized Use

Alternative D – Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern

Alternative E – Open Road to Motorized Use with One-Way Traffic Pattern

Alternative F – Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions

Alternative G – Fully Open Road to Motorized and Non-Motorized Use

The no action alternative (Alternative A) is required to be analyzed under NEPA. It provides a baseline by which to measure potential impacts, either adverse or beneficial, of all action alternatives.

There are actions and management components common to all or most of the action alternatives (B through G). All action alternatives include retaining the existing gates at the intersection of Gold Camp Road/North Cheyenne Canyon Road/High Drive and the intersection of Gold Camp Road/Old Stage Road to allow for continued seasonal closure of Gold Camp Road. Under all alternatives, non-licensed, non-street legal motorized vehicles, such as all-terrain vehicles (ATVs) and dirt bikes, would be prohibited on Gold Camp Road and any new trails developed. Currently, recreational shooting is prohibited in the project area. Under all alternatives, recreational shooting would continue to be prohibited. Action alternatives C through G, which include opening portions or the entire road to licensed motor vehicles, would include management of dispersed recreation. The management of dispersed recreation on Forest Service land that would be accessed by users of the road would include the prohibition of overnight camping and campfires within 0.25 (1/4) mile of Gold Camp Road. All of the action alternatives (B through G) would include fuels treatment along the road designed to enhance Gold Camp Road as a firebreak under the Pike National Forest fuels management program.

Each alternative is described in detail within the following sections. Implementation of each of the six action alternatives (B through G) would be conducted using a phased approach. The description of each of these alternatives presents the phases in order of implementation priority. **Table 2-1** provides a summary of the respective components of each.

2.3.1. Alternative A – No Action

Under the no action alternative, the situation would remain as is. Tunnel #3 would not be repaired or stabilized and would remain gated and closed to all users. The entire 8.5 miles of Gold Camp Road would remain closed to licensed motor vehicles except for access for private inholdings, permittees, and emergencies. Unmanaged non-motorized recreational use (hiking, biking, equestrian), as well as current use of the road by unlicensed, non-street legal ATVs and dirt bikes, would continue. The road would be closed seasonally to all vehicles except snowmobiles from November 1 to April 1. This alternative is depicted on **Figure 2-1**.

TABLE 2-1 KEY ELEMENTS OF ALTERNATIVES

Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non-Motorized Use
<p>Tunnel #3 would remain gated and closed to all users.</p> <p>Entire 8.5 miles of Gold Camp Road would remain closed to licensed motor vehicles.</p> <p>Unmanaged non-motorized recreational use (hiking, biking, equestrian), as well as current use of the road by unlicensed, non-street legal ATVs and dirt bikes, would continue.</p>	<p>Tunnel #3 would be stabilized to prevent further deterioration.</p> <p>No existing trails would be improved and no parking areas at trailheads would be developed.</p> <p>No changes in management of the road would occur. Dispersed non-motorized recreational use of the road would continue, including hiking, bicycling, walking pets, and riding horses.</p> <p>Camping and campfires would be prohibited within 0.25 miles of the road.</p>	<p>Tunnel #3 would be stabilized but remain closed to all users.</p> <p>A new gate would be installed between Tunnel #3 and Old Stage Road.</p> <p>A portion of the road on the south side of Tunnel #3 would be open to licensed motorized vehicles with two-way traffic.</p> <p>The entire 8.5-mile stretch of road would remain open to non-motorized recreational use.</p> <p>The closed portion of the road south of the tunnel would act as a recreation buffer between the closed and opened sections.</p> <p>Parking areas would be developed at or near trailheads.</p> <p>Camping and campfires would be prohibited within 0.25 miles of the road.</p>	<p>Tunnel #3 would be stabilized but remain closed to all users.</p> <p>A new gate would be installed between Tunnel #3 and Old Stage Road.</p> <p>A portion of the road on the south side of Tunnel #3 would be open to licensed motorized vehicles with two-way traffic.</p> <p>The entire 8.5-mile stretch of road would remain open to non-motorized recreational use.</p> <p>The closed portion of the road south of the tunnel would act as a recreation buffer between the closed and opened sections.</p> <p>Eventually, if a third-party concessionaire were found, the entire road would be open to licensed motor vehicles with one-way traffic from High Drive to the new gate and two-way traffic from the gate to Old Stage Road.</p> <p>Parking areas would be developed at or near trailheads.</p> <p>Camping and campfires would be prohibited within 0.25 miles of the road.</p>	<p>Tunnel #3 would be stabilized to a condition safe for motorized and non-motorized use.</p> <p>The entire 8.5-mile length of Gold Camp Road would be open to unlimited use by licensed motor vehicles and non-motorized users.</p> <p>One-way traffic flow would be from north to south for motorized users.</p> <p>Parking areas would be developed at or near trailheads.</p> <p>Camping and campfires would be prohibited within 0.25 miles of the road.</p>	<p>Tunnel #3 would be stabilized to a condition safe for motorized and non-motorized use.</p> <p>The entire 8.5-mile length of Gold Camp Road would be open to unlimited use by licensed motor vehicles and non-motorized users.</p> <p>One-way traffic flow would be from north to south for motorized users.</p> <p>There would be a temporal restriction on use of the road by motor vehicles, e.g., the road would be open to motorized traffic only on alternating days or weekends during the summer months.</p> <p>Parking areas would be developed at or near trailheads.</p> <p>Camping and campfires would be prohibited within 0.25 miles of the road.</p>	<p>Tunnel #3 would be stabilized to a condition safe for motorized and non-motorized use.</p> <p>Additional turn-outs and sight distance improvements would be developed at key locations to improve safety.</p> <p>The road would be open to two-way traffic but remain essentially a one-lane-wide road.</p> <p>Parking areas would be developed at or near trailheads.</p> <p>Camping and campfires would be prohibited within 0.25 miles of the road.</p>

2.3.2. Alternative B – Stabilize Tunnel #3 with Minimal Changes

Actions. Under Alternative B, Tunnel #3 would be stabilized to prevent further deterioration but would not be opened for public use. The 8.5-mile stretch of Gold Camp Road would remain closed and gated to motorized use (**Figure 2-2**). No existing trails would be improved, and no parking areas at trailheads would be developed.

Management. Few changes in management of the road would occur. Dispersed non-motorized recreational use of the road would continue, including hiking, bicycling, walking pets, and riding horses. Camping and campfires would be prohibited within 0.25 miles of the road. The Forest Service would continue to prohibit recreational shooting. Equestrian use of the road would continue, but no enhancement for equestrian use would occur. Seasonal closure of the road from November 1 to April 1 would continue.

Estimated Costs.

Tunnel:	\$177,500
Phase 1 Road Investment:	\$ 1,500
Phase 2 Road Investment:	\$ 0
Annual Operation and Maintenance:	\$ 16,500

Implementation. The following list identifies the specific components of this alternative and the order in which they would be implemented:

- (1) Tunnel #3 would be stabilized to ensure structural integrity and to prevent further deterioration. The debris from the tunnel collapse would be cleaned up. The tunnel would be stabilized by replacing any weak timbers with similar materials. The plate-metal spark arrester would be replaced. The structural integrity of the tunnel would be ensured.
 - (a) Barriers would be placed at both ends of the tunnel to prohibit entry by vehicles or recreational users.
- (2) A new gate would be placed on Lower Gold Camp Road at the east end of North Cheyenne Cañon Park to prohibit entry into the park after dark. The gate would be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department.
- (3) Barriers, gates, and signage would be placed to prohibit all motorized access.
- (4) The Forest Service would work with the City of Colorado Springs to improve the existing trail across the top of Tunnel #3.

Under separate Forest Service funding, vegetation treatment and fuels management (such as forest thinning) would be conducted along the road near Tunnel #3 to reduce the risk of fire.

2.3.3. Alternative C – Partially Open Road to Motorized Use

Actions. Under Alternative C, a portion of Gold Camp Road would be open to motorized use and part would remain closed (**Figure 2-3**). Tunnel #3 would be stabilized but remain closed to all users. A new gate would be installed at Fairview between Tunnel #3 and Old Stage Road, approximately 6 miles from Old Stage Road. The 6-mile portion of the road between the new gate and Old Stage Road would be open to licensed motorized vehicles. The entire 8.5-mile stretch of road would remain open to non-motorized recreational use. The gate at North Cheyenne Canyon Road/High Drive would remain locked. The 1-mile segment of Gold Camp Road from North Cheyenne Canyon Road/High Drive to Tunnel #3, as well as approximately 1.5 miles of the road south of the tunnel to the new gate, would be open only to non-motorized recreational use. A new gate would be placed on Lower Gold Camp Road at the east end of

North Cheyenne Cañon Park. This alternative would also include the development of parking areas at or near trailheads along the 6-mile segment of the road that would be open to motorized use. Stopping and parking along this segment of road would be limited to developed parking areas.

Management. Recreation along the entire road would be managed as dispersed, and non-motorized recreational use of the entire road would continue, including hiking, bicycling, walking pets, and riding horses. The 1.5-mile closed portion of the road south of Tunnel #3 would act as a recreation buffer. The 6-mile segment south of the new gate at Fairview would be managed as a two-way road with intervisible turn-outs. This segment added to the 1-mile segment on the north side of Tunnel #3 would provide 2.5 miles of non-motorized recreation opportunities north and south of the tunnel. The 6-mile segment of the road would be managed as a two-way road with intervisible turnouts. Non-motorized recreational users (hikers, bicyclists, pet walkers) on the 6-mile segment of the road open to motorized use would be provided with additional options to leave and reconnect to the road on existing and newly established trails. As with Alternative B, camping and campfires would be prohibited within 0.25 mile of the road. The Forest Service would continue to prohibit recreational shooting. Equestrian use of the road would continue, but no enhancement for equestrian use would occur. Seasonal closure of the road from November 1 to April 1 would continue.

Estimated Costs.

Tunnel:	\$177,500
Phase 1 Road Investment:	\$593,250
Phase 2 Road Investment:	\$ 20,000
Annual Operation and Maintenance:	\$ 43,000

Implementation. The following list identifies the components of this alternative and the order in which they would be implemented:

- (1) The gate currently at Old Stage Road would be retained for seasonal closures. A new gate would be installed approximately 6 miles north on Gold Camp Road, closer to Tunnel #3 at Fairview, to allow motorized access on this portion of the road between Old Stage Road and the new gate. Two-way traffic would occur on this portion of the road.
 - (a) A turn-around/parking area would be constructed at the new gate location.
 - (b) Signage indicating Dead End would be installed at Old Stage Road and strategic locations along this section open to traffic.
 - (c) The portion of Gold Camp Road between Old Stage Road and the new gate would be improved to minimal two-way traffic specifications, such as constructing new turn-outs and sight distance improvements.
- (2) A new gate would be placed on Lower Gold Camp Road at the east end of North Cheyenne Cañon Park to prohibit entry to the park after dark. The gate would be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department.
- (3) Trails that intersect the road on the south side of Tunnel #3 newly opened to motorized use would be improved. Approximately 12.2 miles of trails for non-motorized use would be improved, linked to other trails, and be made part of the Forest trails system (**Figure 2-3**).
 - (a) New parking areas would be constructed in the vicinity of the enhanced trails (**Figure 2-3**).

- (4) Tunnel #3 would be stabilized to ensure structural integrity and to prevent further deterioration. The tunnel would be stabilized by replacing any weak timbers with similar materials. The plate-metal spark arrester would be replaced. The structural integrity of the tunnel would be ensured.
 - (a) Barriers would be placed at both ends of the tunnel to prohibit entry by vehicles or recreational users.
- (5) The Forest Service would develop an interpretive plan for the 8.5-mile segment of road. A series of interpretive signs could be placed at designated locations, including tunnels and other features.
- (6) The Forest Service would work with the City of Colorado Springs to improve the existing trail across the top of Tunnel #3.

Under separate Forest Service funding, vegetation treatment and fuels management (such as forest thinning) would be conducted along the road and where needed to reduce the risk of fire

2.3.4. Alternative D – Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern

Actions. Alternative D is the same as Alternative C, except that the 2.5-mile portion of road closed to motorized access under Alternative C would eventually be opened to one-way motorized access. This would occur if and when a third-party operator became available to manage the one-way motorized access to the 2.5-mile segment (**Figure 2-4**). Tunnel #3 would be repaired to allow safe passage for motor vehicles. All other aspects of this alternative would be the same as Alternative C.

Management. Initially, management under this alternative would be the same as Alternative C. The 6-mile segment of road would be managed as a two-way road with intervisible turn-outs. This alternative would differ from Alternative C when a third-party operator or concessionaire became available to provide the needed management resources to open the north 2.5-mile segment of the road to motorized vehicles. The traffic pattern on the 2.5-mile segment of the road would be one-way from North Cheyenne Canyon Road/High Drive through Tunnel #3 to the newly installed gate south of the tunnel. From the new gate south, two-way traffic would continue to Old Stage Road. No stopping or parking would be allowed on the 2.5-mile segment of road where one-way traffic would occur. Also, this portion of the road would only be open during daylight hours, after which the operator would clear the area and close the gates.

As under Alternatives B and C, camping and campfires would be prohibited within 0.25 mile of the road. The Forest Service would continue to prohibit recreational shooting. Under this alternative, pet owners would be required to keep their dogs on a leash while on the road. Equestrian use of the road would continue, but no enhancement for equestrian use would occur. Seasonal closure of the road from November 1 to April 1 would continue unless a third-party operator eventually assumed the management of the road.

Estimated Costs.

Tunnel:	\$709,500
Phase 1 Road Investment:	\$731,500
Phase 2 Road Investment:	\$ 20,000
Annual Operation and Maintenance:	\$ 38,000

Implementation. The following list identifies the components of this alternative and the order in which they would be implemented:

- (1) The gate currently at Old Stage Road would be retained for seasonal closures. A new gate would be installed approximately 6 miles north on Gold Camp Road, closer to Tunnel #3 at Fairview, to allow motorized access on this portion of the road between Old Stage Road and the new gate. Two-way traffic would occur on this portion of the road.
 - (a) A turn-around/parking area would be constructed at the new gate location.
 - (b) Signage indicating Dead End would be installed at Old Stage Road and strategic locations along this section open to traffic.
 - (c) The portion of Gold Camp Road between Old Stage Road and the new gate would be improved to minimal two-way traffic specifications, such as constructing new turn-outs and sight distance improvements.
- (2) A new gate would be placed on Lower Gold Camp Road at the east end of North Cheyenne Cañon Park to prohibit entry into the park after dark. The gate would be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department.
 - (a) Alternately, the existing gate at Gold Camp Road/High Drive could be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department. An additional gate could be placed at the east end of the North Cheyenne Cañon Park to prohibit additional entry after dark.
- (3) Trails that intersect the road on the south side of Tunnel #3 newly opened to motorized use would be improved. Approximately 12.2 miles of trails for non-motorized use would be improved, linked to other trails, and be made part of the Forest trails system (**Figure 2-4**).
 - (a) New parking areas would be constructed in the vicinity of the enhanced trails (**Figure 2-4**).
- (4) Tunnel #3 would be stabilized to ensure structural integrity and to prevent further deterioration. The tunnel would be stabilized by replacing any weak timbers with similar materials. The structural integrity of the tunnel would be ensured.
 - (a) Barriers would be placed at both ends of the tunnel to prohibit entry by vehicles or recreational users.
- (5) The Forest Service would develop an interpretive plan for the 8.5-mile segment of road. A series of interpretive signs could be placed at designated locations, including tunnels and other features.
- (6) The Forest Service would work with the City of Colorado Springs to improve the existing trail across the top of Tunnel #3.
- (7) When funding became available, Tunnel #3 would be structurally repaired to allow safe passage for motorized and non-motorized use.
 - (a) Tunnel #3 would be initially opened to non-motorized use, emergency use, and use by permittees and inholders.
- (8) If and when a concessionaire or private management entity became available, the lower 2.5 miles of road from North Cheyenne Canyon Road/High Drive to the new gate on the south side of Tunnel #3 would be open to one-way motorized traffic traveling south toward Old Stage Road. The concessionaire would manage motorized use only on the 2.5-mile, one-way segment. Signage indicating the one-way traffic pattern and parking/standing restrictions would be added where needed.

Under separate Forest Service funding, vegetation treatment and fuels management (such as forest thinning) would be conducted along the road and where needed to reduce the risk of fires.

2.3.5. Alternative E – Open Road to Motorized Use with One-Way Traffic Pattern (Preferred Alternative)

Actions. Under Alternative E, Tunnel #3 would be stabilized to a condition safe for motorized and non-motorized use (**Figure 2-5**). Road improvements would be made on the entire 8.5-mile length of road to allow use by licensed motor vehicles. A new gate would be placed on Lower Gold Camp Road at the east end of North Cheyenne Cañon Park. This alternative would also include the development of parking areas at or near trailheads.

Management. The entire 8.5-mile length of Gold Camp Road would be open to use by licensed motor vehicles and non-motorized users. Traffic flow would be one-way from north to south for motorized users. The road would remain essentially a one-lane road. Signage and roadside rock barriers would be used to prohibit vehicles from stopping between the intersection of Gold Camp Road/High Drive and Tunnel #3 and for an additional 1.5 miles south of the tunnel. Stopping and parking along the road would be limited to developed parking areas south of Tunnel #3. The Forest Service would manage access and traffic flow. A cooperative effort with City of Colorado Springs Parks, Recreation & Cultural Services Department could be developed and the existing gate at Gold Camp Road and High Drive could be jointly administered.

There would be managed dispersed recreation. Non-motorized recreational use of the entire 8.5-mile segment of the road would continue, including hiking, bicycling, walking pets, and riding horses. Non-motorized recreational users (hikers, bicyclists, pet walkers) would be provided with additional options to leave and reconnect to the road on existing and newly established trails to minimize potential conflicts on Gold Camp Road between motorized and non-motorized users. Camping and campfires would be prohibited within 0.25 mile of the road. The Forest Service would continue to prohibit recreational shooting. Under this alternative, pet owners would be required to keep their dogs on a leash while on Gold Camp Road. Equestrian use of the road would continue, but no enhancement for equestrian use would occur. Seasonal closure of the road from November 1 to April 1 would continue.

Estimated Costs.

Tunnel:	\$710,000
Phase 1 Road Investment:	\$530,900
Phase 2 Road Investment:	\$ 20,000
Annual Operation and Maintenance:	\$ 47,000

Implementation. The following list identifies the components of this alternative and the order in which they would be implemented:

- (1) Tunnel #3 would be structurally repaired to allow safe passage for motorized and non-motorized use.
- (2) Stopping, parking, and turn-out areas would be improved along the road south of Tunnel #3. However, parking or stopping would be limited for the first 2.5 miles south of the intersection of Gold Camp Road/High Drive.
- (3) Gold Camp Road would be open to one-way licensed motorized traffic.
 - (a) Traffic flow would be from north to south, essentially uphill, from North Cheyenne Canyon Road/High Drive to Old Stage Road.

- (b) One-way signage would be placed at the intersection of Gold Camp Road and North Cheyenne Canyon Road, at the intersection of Gold Camp Road and Old Stage Road, and at strategic locations along the road.
- (4) A new gate would be placed on Lower Gold Camp Road at the east end of North Cheyenne Cañon Park to prohibit entry into the park after dark. The gate would be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department.
- (5) The Forest Service would consider the option of placing a new gate between Tunnel #3 and Old Stage Road (approximately 6 miles north of Old Stage Road at Fairview) to help manage access after dark.
 - (a) Alternately, the existing gate at Gold Camp Road/High Drive could be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department. An additional gate could be placed at the east end of the North Cheyenne Cañon Park to prohibit additional entry after dark.
- (6) The Forest Service would develop an interpretive plan for the 8.5-mile segment of road. A series of interpretive signs could be placed at designated turn-out locations, including tunnels and other features.
- (7) Trails that intersect the road would be enhanced along the entire 8.5-mile segment newly open to motorized use. Approximately 12.2 miles of trails for non-motorized use would be constructed and linked to other trails (**Figure 2-5**).
 - (a) Parking areas at or near trailheads would be constructed in the vicinity of enhanced trails (**Figure 2-5**).

Under separate Forest Service funding, vegetation treatment and fuels management (such as forest thinning) would be conducted along the road and where needed to reduce the risk of fire.

2.3.6. Alternative F – Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions

Actions. Alternative F is the same as Alternative E except that the road would only be open to one-way motorized use on an intermittent basis (every other day, every other weekend, etc). Under Alternative F, Tunnel #3 would be stabilized to a condition safe for motorized and non-motorized use (**Figure 2-6**). This alternative would also include the development of parking areas at or near trailheads.

Management. As with Alternative E, the entire 8.5-mile length of Gold Camp Road would be open to unlimited use by non-motorized users but limited use by motorized users. Traffic flow would be one-way from north to south for motorized users. The road would remain essentially a one-lane road. Signage and roadside rock barriers would be used to prohibit vehicles from stopping between the intersection of Gold Camp Road/High Drive and Tunnel #3 and for an additional 1.5 miles south of the tunnel. Stopping and parking along the road would be limited to developed parking areas, south of Tunnel #3. Alternative F would include a temporal restriction on use of the road by licensed motor vehicles. For example, the road would be open to motorized traffic only on alternating days or weekends during the summer months.

There would be managed dispersed recreation. Non-motorized recreational use of the entire 8.5-mile segment of the road would continue, including hiking, bicycling, walking pets, and riding horses. Non-motorized recreational users (hikers, bicyclists, pet walkers) would be provided with additional options to leave and reconnect to the road on existing and newly established trails to minimize potential conflicts with motorized and non-motorized users. Camping and campfires would be prohibited within 0.25 mile

of the road. The Forest Service would continue to prohibit recreational shooting. Under this alternative, pet owners would be required to keep their dogs on a leash while on the road. Equestrian use of the road would continue, but no enhancement for equestrian use would occur. Seasonal closure of the road from November 1 to April 1 would continue.

Estimated Costs.

Tunnel:	\$710,000
Phase 1 Road Investment:	\$535,800
Phase 2 Road Investment:	\$ 20,000
Annual Operation and Maintenance:	\$ 42,000

Implementation. The following list identifies the components of this alternative and the order in which they would be implemented:

- (1) Tunnel #3 would be structurally repaired to allow safe passage for motorized and non-motorized use.
- (2) Stopping, parking, and pull-out areas would be improved along the road. However, parking or stopping would be limited for the first 2.5 miles south of the intersection of Gold Camp Road/High Drive. (3) Gold Camp Road would be open to one-way motorized traffic.
 - (a) Traffic flow would be from north to south, essentially uphill, from North Cheyenne Canyon Road/High Drive to Old Stage Road.
 - (b) One-way signage would be placed at the intersection of Gold Camp Road and North Cheyenne Canyon Road, at the intersection of Gold Camp Road and Old Stage Road, and at strategic locations along the road.
- (4) A new gate would be placed on Gold Camp Road at the east end of North Cheyenne Cañon Park to prohibit entry into the park after dark. The gate would be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department.
 - (a) Alternately, the existing gate at Gold Camp Road/High Drive could be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department. An additional gate could be placed at the east end of the North Cheyenne Cañon Park to prohibit additional entry after dark.
- (5) The Forest Service would consider the option of placing a new gate between Tunnel #3 and Old Stage Road (approximately 6 miles north of Old Stage Road at Fairview) to help manage access after dark.
- (6) A series of interpretive signs would be placed at designated pull-out locations, including tunnels and other features.
- (7) Trails would be enhanced along the entire 8.5 miles of road newly open to motorized use. Approximately 12.2 miles of trails for non-motorized use would be constructed and linked to other trails (**Figure 2-6**).
 - (a) Parking areas at trailheads would be constructed in the vicinity of the enhanced trails (**Figure 2-6**).

Under separate Forest Service funding, vegetation treatment and fuels management (such as forest thinning) would be conducted along the road and where needed to reduce the risk of fire.

2.3.7. Alternative G – Fully Open Road to Motorized and Non-Motorized Use

Actions. Under Alternative G, the 8.5-mile segment of the road would open to unrestricted two-way traffic similar to the situation before the collapse of Tunnel #3. Tunnel #3 would be stabilized to a condition safe for motorized and non-motorized use (**Figure 2-7**). The road would be improved with additional turn-outs and sight distance improvements developed at key locations to improve safety for two-way traffic. This alternative would also include the development of parking areas at or near trailheads.

Management. The entire 8.5-mile length of Gold Camp Road would be open to unlimited use by motor vehicles and non-motorized recreationists. The road would be open to two-way traffic but remain essentially a one-lane-wide road and would not be widened to two lanes. Signage and roadside rock barriers would be used to prohibit vehicles from stopping between the intersection of Gold Camp Road/High Drive and Tunnel #3. The gate at the intersection of Gold Camp Road/High Drive and North Cheyenne Canyon Road would be closed at night to prevent motorists from entering North Cheyenne Cañon Park after dark. There would be managed dispersed recreation, and non-motorized recreational use of the road would continue, including hiking, bicycling, walking pets, and riding horses. Recreational use would continue on the road with the option for recreational users (hikers, bicyclists, pet walkers) to leave and reconnect to the road on existing and newly established trails. Camping and

campfires would be prohibited within 0.25 mile of the road. The Forest Service would continue to prohibit recreational shooting. Under this alternative, pet owners would be required to keep their dogs on a leash while on the road. Equestrian use of the road would continue, but no enhancement for equestrian use would occur. Seasonal closure of the road from November 1 to April 1 would continue.

Estimated Costs.

Tunnel:	\$710,000
Phase 1 Road Investment:	\$764,700
Phase 2 Road Investment:	\$ 21,000
Annual Operation and Maintenance:	\$ 92,000

Implementation. The following list identifies the components of this alternative and the order in which they would be implemented:

- (1) Tunnel #3 would be structurally repaired to allow safe passage for motorized and non-motorized use.
- (2) The road would be upgraded to minimal two-way specifications, with some additional turn-outs and sight distance improvements.
- (3) A new gate would be placed on Gold Camp Road at the east end of North Cheyenne Cañon Park to prohibit entry into the park after dark. The gate would be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department.
- (4) The Forest Service would consider the option of placing a new gate between Tunnel #3 and Old Stage Road (approximately 6 miles north of Old Stage Road at Fairview) to help manage access after dark.
 - (a) Alternately, the existing gate at Gold Camp Road/High Drive could be managed by the City of Colorado Springs Parks, Recreation & Cultural Services Department. An additional gate could be placed at the east end of the North Cheyenne Cañon Park to prohibit additional entry after dark.

- (5) The Forest Service would develop an interpretive plan for the 8.5-mile segment of road. A series of interpretive signs could be placed at designated locations, including tunnels and other features.
- (6) Trails that intersect the road would be enhanced along the entire 8.5-mile segment newly open to motorized use. Approximately 12.2 miles of trails for non-motorized use would be constructed and linked to other trails (**Figure 2-7**).
 - (a) Parking areas at or near trailheads would be constructed in the vicinity of the enhanced trails (**Figure 2-7**).

Under separate Forest Service funding, vegetation treatment and fuels management (such as forest thinning) would be conducted along the road and where needed to reduce the risk of fire.

2.4 CONCEPTS ELIMINATED FROM DETAILED CONSIDERATION

Several potential concepts were identified during the formulation of alternatives. However, based on the screening process described in Section 2.3 above, some were eliminated from detailed consideration in this analysis. A discussion of the concept and the rationale for eliminating each of these concepts are presented below.

2.4.1. Tunnel Repair With Non-Motorized Use

Under this concept, Tunnel #3 would be repaired to allow for human passage. However, the tunnel would be open to non-motorized use only. The gates would remain in the same locations and Gold Camp Road would be managed under current conditions.

This concept was eliminated because the Forest Service felt that to repair Tunnel #3 to a standard safe for public safety for non-motorized use only, while technically feasible, would not be the best use of public funds. The Forest Service feels that the cost-benefit ratio for this management option would not be in the best interest of the public.

2.4.2. One-Way Traffic Pattern from Old Stage Road to North Cheyenne Canyon Road

Under this concept, Tunnel #3 would be repaired to ensure public safety. Motor vehicles would be allowed through the tunnel and Gold Camp Road would be open to traffic. The traffic pattern would be one-way, downhill, from Old Stage Road to North Cheyenne Canyon Road.

This concept was eliminated because the Forest Service has a responsibility to achieve compatibility with the management plans of other agencies. The City of Colorado Springs Parks, Recreation & Cultural Services Department operates North Cheyenne Cañon Park, through which lower Gold Camp Road runs. Access to that park from adjacent Forest Service land is controlled by gates that are closed at dark by the city. The Forest Service did not want to conflict with the enforcement of the closure by allowing vehicles into the west entrance of the park close to dark, thus inadvertently trapping motorists in the park after hours.

2.4.3. Construct Pedestrian/Bike Trail Adjacent to Road

Under this concept, the Forest Service would construct a recreational trail the 8.5-mile length of Gold Camp Road immediately adjacent or close to the roadbed. Although the concept has merit to resolve user conflicts, the topography and geology of the road corridor does not always lend itself to adjacent construction. Much of the roadbed is set into a hillside with steep slopes either above or below, making construction technically infeasible. The cost to construct such a parallel trail system would be prohibitive.

2.4.4. Re-Establish Railroad

Under this concept, Tunnel #3 would be repaired. The 8.5-mile portion, as well as the additional 20+ miles of Gold Camp Road to Cripple Creek, would be returned to use as a railroad providing scenic tours and access to Cripple Creek. Other motorized and non-motorized uses would not be available.

This concept was eliminated because it would be outside the administrative responsibility of the Forest Service to construct and operate a railway system, and there is no proposal from a private entity to operate a railroad.

2.4.5. Change In Management Responsibility

Under this concept, responsibility for Gold Camp Road would be transferred from the Forest Service to El Paso County, which could incorporate it into the “Rails to Trails” program.

This concept was eliminated from consideration because there is currently no other agency (federal, county, or local) that has the means or interest to accept administrative or fiscal responsibility for the road.

2.4.6. Land Exchange

Under this concept, a land exchange would be implemented for the Forest Service to obtain the private inholdings along Gold Camp Road. The road would remain closed to all motorized uses except emergency services. No ingress or egress for private landowners would be required. Tunnel #3 would be stabilized to prevent further deterioration.

This concept was eliminated because no landowners have expressed interest in selling or exchanging their inholdings to the Forest Service.

2.5 COMPARISON OF ALTERNATIVES

Table 2-2 contains a matrix that shows the alternatives and their associated considerations and constraints, topics and issues addressed, and potential impacts. This table shows how the environmental effects compare among the various alternatives.

2.6 IDENTIFICATION OF PREFERRED ALTERNATIVE

The Forest Service considered each alternative for its ability to meet the purpose and need for the project and has identified Alternative E as its preferred alternative. Several factors contributed to this decision. The one-way option would allow for vehicles traveling from the Colorado Springs area to the south and west to experience the original railroad and toll road travel way. Restrictions on parking, camping, and

campfires along the roadway would minimize illegal and conflicting activities while promoting the area as a day-use recreation site with an enhanced trail network.

Cost and safety considerations were paramount in the selection of Alternative E. The initial road investment and annual operating expenses would be greatly reduced by allowing only one-way traffic. This would also allow for a safer driving experience and create a more pleasant experience for non-motorized recreation use on the road. The road would be closed seasonally from November 1 to April 1 of each year to all motor vehicles. A gate located east on lower Gold Camp Road and within the North Cheyenne Cañon Park would restrict after-hours access.

The Forest Service may modify or change this preferred alternative in the final Record of Decision, which will be issued with the Final Plan/EIS, due out in the summer of 2005. Public comments and additional concerns surfaced during this Draft Plan/EIS may incorporate various components of other alternatives to further reach a desired outcome. For example, the concept of a third party to assist in the management of this area is appealing.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Geology and Topography	Possible indirect adverse effect to geology resources (Tunnel #3).	Decrease in adverse effects to geology resources (Tunnel #3).	Decrease in adverse effects to geology resources (Tunnel #3). No effects to the surface and subsurface geology on road.	Decrease in adverse effects to geology resources (Tunnel #3). No effects to the surface and subsurface geology on road.	Decrease in adverse effects to geology resources (Tunnel #3). No effects to the surface and subsurface geology on road.	Decrease in adverse effects to geology resources (Tunnel #3). No effects to the surface and subsurface geology on road.	Decrease in adverse effects to geology resources (Tunnel #3). No effects to the surface and subsurface geology on road.
Soils	Effects to soils would be expected to remain similar to current levels.	Adverse effects to soil erosion, compaction, and productivity at Tunnel #3. Decrease in adverse effects to soil during a wildland fire after fuel treatment.	Adverse effects to soils from trails enhancement. Potential to also increase sedimentation to streams and rivers from road improvements. Decrease in adverse effects to soil during a wildland fire after fuel treatment.	Adverse effects to soils from trails enhancement. Potential to also increase sedimentation to streams and rivers from road improvements. Decrease in adverse effects to soil during a wildland fire after fuel treatment.	Adverse effects to soils from trails enhancement. Potential to also increase sedimentation to streams and rivers from road improvements. Decrease in adverse effects to soil during a wildland fire after fuel treatment.	Adverse effects to soils from trails enhancement. Potential to also increase sedimentation to streams and rivers from road improvements. Decrease in adverse effects to soil during a wildland fire after fuel treatment.	Increased adverse effects to soils over short term from two-way road use. Decrease in adverse effects to soil during a wildland fire after fuel treatment.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Air Quality	No effects to air quality.	Short-term effects to air quality from fugitive dust and tailpipe emissions. Adverse impacts to air quality from emissions during fuel treatment.	Short-term and long-term increase in air quality emissions over existing conditions from increased vehicular traffic, road improvements, and road maintenance activities. Adverse impacts to air quality from emissions during fuel treatment.	Short-term and long-term increase in air quality emissions over existing conditions from increased vehicular traffic, road improvements, and road maintenance activities. Adverse impacts to air quality from emissions during fuel treatment.	Short-term and long-term increase in air quality emissions over existing conditions from increased vehicular traffic, road improvements, and road maintenance activities. Adverse impacts to air quality from emissions during fuel treatment.	Short-term and long-term increase in air quality emissions over existing conditions from increased vehicular traffic, road improvements, and road maintenance activities. Adverse impacts to air quality from emissions during fuel treatment.	Short-term and long-term increase in air quality emissions over existing conditions from increased vehicular traffic, road improvements, and road maintenance activities. Adverse impacts to air quality from emissions during fuel treatment.
Water Resources	No effects to water resources.	No effects to water quality.	Increased sediment yields from road improvements and use would likely occur in streams.	Increased sediment yields from road improvements and use would likely occur in streams.	Increased sediment yields from road improvements and use would likely occur in streams.	Increased sediment yields from road improvements and use would likely occur in streams.	Increased sediment yields from road improvements and use would likely occur in streams.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Vegetation	No effects to vegetation. Increased risk of large-scale fire without fuel treatment.	Small-scale effects to vegetation in some areas of road and trail improvements. Increased potential for noxious weeds to colonize new areas from traffic and fuels treatment.	Small-scale effects to vegetation in some areas of road and trail improvements. Increased potential for noxious weeds to colonize new areas from traffic and fuels treatment.	Small-scale effects to vegetation in some areas of road and trail improvements. Increased potential for noxious weeds to colonize new areas from traffic and fuels treatment.	Small-scale effects to vegetation in some areas of road and trail improvements. Increased potential for noxious weeds to colonize new areas from traffic and fuels treatment.	Small-scale effects to vegetation in some areas of road and trail improvements. Increased potential for noxious weeds to colonize new areas from traffic and fuels treatment.	Small-scale effects to vegetation in some areas of road and trail improvements. Increased potential for noxious weeds to colonize new areas from traffic and fuels treatment.
Wildlife/Wildlife Habitat/Fisheries	No effects on wildlife or fisheries.	Some temporary disturbance to wildlife; increased short-term, minor sediment yields to creeks and disturbance to fish habitat during work on Tunnel #3.	Some temporary disturbance to wildlife; increased short-term, minor sediment yields to creeks and disturbance to fish habitat during work on Tunnel #3.	Similar to C, with additional effects to fish and wildlife habitat when the additional 2.5 miles of road is opened to one-way traffic.	Decreased likelihood of sediment loading into creeks from one-way traffic pattern. Similar amount of disturbance to wildlife as D.	Less disturbance to wildlife than Alternatives D and E because traffic would only be allowed intermittently.	Effects highest of all alternatives. Increased likelihood of disturbance to wildlife from two-way traffic. Increased risk of sediment loads to all creeks.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Management Indicator Species (MIS)	No effects on MIS.	The increased disturbance from recreation activity and motorized traffic under these alternatives may disturb or displace MIS from otherwise suitable habitats. Fuel treatments along the road may benefit MIS habitat by reducing the potential for a large-scale fire.	The increased disturbance from recreation activity and motorized traffic may disturb or displace MIS from otherwise suitable habitats. Fuel treatments along the road may benefit MIS habitat by reducing the potential for a large-scale fire.	The increased disturbance from recreation activity and motorized traffic may disturb or displace MIS from otherwise suitable habitats. Fuel treatments along the road may benefit MIS habitat by reducing the potential for a large-scale fire.	The increased disturbance from recreation activity and motorized traffic may disturb or displace MIS from otherwise suitable habitats. Fuel treatments along the road may benefit MIS habitat by reducing the potential for a large-scale fire.	The increased disturbance from recreation activity and motorized traffic may disturb or displace MIS from otherwise suitable habitats. Fuel treatments along the road may benefit MIS habitat by reducing the potential for a large-scale fire.	Greatest reduction in habitat effectiveness. Increased disturbance from recreation activity and motorized traffic under these alternatives may disturb or displace MIS from otherwise suitable habitats. Fuel treatments along the road may benefit MIS habitat by reducing the potential for a large-scale fire.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Threatened Endangered Species/Special Status Species/	No potentially suitable habitats would be directly affected.	No potentially suitable habitats would be directly affected.	Increases in recreation activity may cause decrease in overall suitability of northern goshawk habitat. Increase in sedimentation and disturbance to potentially suitable bristle-stalk sedge habitats.	Increases in recreation activity may cause decrease in overall suitability of northern goshawk habitat. Increase in sedimentation and disturbance to potentially suitable bristle-stalk sedge habitats.	Increases in recreation activity may cause decrease in overall suitability of northern goshawk habitat. Increase in sedimentation and disturbance to potentially suitable bristle-stalk sedge habitats.	Increases in recreation activity may cause decrease in overall suitability of northern goshawk habitat. Increase in sedimentation and disturbance to potentially suitable bristle-stalk sedge habitats.	Increases in recreation activity may cause decrease in overall suitability of northern goshawk habitat. Increase in sedimentation and disturbance to potentially suitable bristle-stalk sedge habitats.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Recreation	No effect to existing recreation uses.	Decrease in non-licensed, non-street legal motorized use. Decrease in camping/campfires within 0.25 miles of road. No effect to other existing recreation uses.	Decrease in non-licensed, non-street legal motorized use. Decrease in camping/campfires within 0.25 miles of road. Decrease in off-leash pets. Increase in mountain bike use on trails. No effect to other existing recreation uses.	Decrease in non-licensed, non-street legal motorized use. Decrease in camping/campfires within 0.25 miles of road. Decrease in off-leash pets. Increase in mountain bike use on trails. No effect to other existing recreation uses. Increase in user conflict.	Decrease in non-licensed, non-street legal motorized use. Decrease in camping/campfires within 0.25 miles of road. Decrease in off-leash pets. Increase in mountain bike use on trails. No effect to other existing recreation uses. Increase in user conflict.	Decrease in non-licensed, non-street legal motorized use. Decrease in camping/campfires within 0.25 miles of road. Decrease in off-leash pets. Increase in mountain bike use on trails. No effect to other existing recreation uses. Increase in user conflict.	Decrease in non-licensed, non-street legal motorized use. Decrease in camping/campfires within 0.25 miles of road. Decrease in off-leash pets. Increase in mountain bike use on trails. No effect to other existing recreation uses. Greatest potential for increase in user conflict.
Visual Resources	No change in visual setting.	No change in the visual setting.	Scenic vistas that characterize views from the road available to motorists on the southern 6 miles.	Scenic vistas that characterize views from the road available to motorists on the southern 6 miles.	Scenic vistas that characterize views from the road available to motorists on entire 8.5 miles.	Scenic vistas that characterize views from the road available to motorists on entire 8.5 miles.	Scenic vistas that characterize views from the road available to motorists on entire 8.5 miles.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Heritage Resources	Continued deterioration of Tunnel #3.	Beneficial effects if Tunnel #3 stabilized against further deterioration.	Beneficial effects if Tunnel #3 stabilized against further deterioration. Potential adverse effects to unknown archaeological sites along road and trails.	Beneficial effects if Tunnel #3 stabilized against further deterioration. Potential adverse effects to unknown archaeological sites along road and trails.	Beneficial effects if Tunnel #3 stabilized against further deterioration. Potential adverse effects to unknown archaeological sites along road and trails.	Beneficial effects if Tunnel #3 stabilized against further deterioration. Potential adverse effects to unknown archaeological sites along road and trails.	Beneficial effects if Tunnel #3 stabilized against further deterioration. Potential adverse effects to unknown archaeological sites along road and trails.
Socioeconomics	No change in socioeconomic conditions.	Direct and indirect socio-economic impacts to El Paso County likely to be minimal.	Direct and indirect socio-economic impacts to El Paso County likely to be minimal.	Direct and indirect socio-economic impacts to El Paso County likely to be minimal.	Direct and indirect socio-economic impacts to El Paso County likely to be minimal.	Direct and indirect socio-economic impacts to El Paso County likely to be minimal.	Direct and indirect socio-economic impacts to El Paso County likely to be minimal.
Economic Efficiency	No additional costs incurred by the Forest Service for changes in management of road.	Smallest costs associated with changes in management of road.	Greater costs than Alternatives A and B for management of road.	Significantly greater costs than all other alternatives except Alternative G.	Higher cost for stabilizing Tunnel #3 in Alternative B and Alternative C. Slightly less cost than Alternative D.	Same costs as Alternative E.	Greater costs than all other alternatives for management of road.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Environmental Justice	No potentially adverse effects.	No potentially adverse effects.	No potentially adverse effects.	No potentially adverse effects.	No potentially adverse effects.	No potentially adverse effects.	No potentially adverse effects.
Noise	No change to noise levels.	Short-term increase in noise during Tunnel #3 stabilization. No changes in management of the road. Short-term increase in noise during fuel treatment.	Short-term increase in noise during Tunnel #3 stabilization. Increase in noise levels from legal motor vehicles but decrease in noise from illegal motor vehicles. Short-term increase in noise during fuel treatment.	Short-term increase in noise during Tunnel #3 stabilization. Increase in noise levels from legal motor vehicles but decrease in noise from illegal motor vehicles. Short-term increase in noise during fuel treatment.	Short-term increase in noise during Tunnel #3 stabilization. Increase in noise levels from legal motor vehicles but decrease in noise from illegal motor vehicles. Short-term increase in noise during fuel treatment.	Short-term increase in noise during Tunnel #3 stabilization. Intermittent increase in noise levels from legal motor vehicles but decrease in noise from illegal motor vehicles. Short-term increase in noise during fuel treatment.	Short-term increase in noise during Tunnel #3 stabilization. Greatest increase in noise levels from legal motor vehicles but decrease in noise from illegal motor vehicles. Short-term increase in noise during fuel treatment.
Transportation	No effect to traffic levels or safety.	No effect to traffic levels or safety.	Indirect effects to local roads from increase in traffic.	Indirect effects to local roads from increase in traffic.	Noticeable direct effects to local roads from increase in traffic at north end.	Intermittent direct effects to local roads from increase in traffic at north end.	Noticeable direct effects to local roads from increase in traffic from both directions.

TABLE 2-2 COMPARISON OF ALTERNATIVES

Resource/Topic	Alternative A No Action	Alternative B Stabilize Tunnel #3 with Minimal Changes	Alternative C Partially Open Road to Motorized Use	Alternative D Open Road to Phased Motorized Use with Third-Party Operation of a One-Way Traffic Pattern	Alternative E Open Road to Motorized Use with One-Way Traffic Pattern	Alternative F Open Road to Motorized Use with One-Way Traffic Pattern and Timing Restrictions	Alternative G Fully Open Road to Motorized and Non- Motorized Use
Forestry and Fuels	No change in fuels condition.	No appreciable change to forest type. Beneficial changes to fuel load.	Road temporarily closed during treatments. No appreciable change to forest type. Beneficial changes to fuel load.	Road temporarily closed during treatments. No appreciable change to forest type. Beneficial changes to fuel load.	Road temporarily closed during treatments. No appreciable change to forest type. Beneficial changes to fuel load.	Road temporarily closed during treatments. No appreciable change to forest type. Beneficial changes to fuel load.	Road temporarily closed during treatments. No appreciable change to forest type. Beneficial changes to fuel load.
Land Use and Realty Actions	No change to land use and realty actions.	No change to land use, land ownership, and realty actions along road.	No change to land use, land ownership, and realty actions along road.	No change to land use, land ownership, and realty actions along road.	No change to land use, land ownership, and realty actions along road.	No change to land use, land ownership, and realty actions along road.	No change to land use, land ownership, and realty actions along road.
Estimated Costs	\$0	\$195,500	\$833,750	\$1,499,000	\$1,307,900	\$1,307,800	\$1,587,700