

**Kootenai National Forest**

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# **Travel Analysis Report**

## **Motor Vehicle Use Designation Three Rivers Ranger District**

**2007**

Final: 10 October 2007

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MAP DISCLAIMER: The map products are reproduced from geo-spatial information prepared by the U.S. Department of Agriculture Forest Service. GIS data and product accuracy may vary. They may be developed from sources of differing accuracy, accurate only at certain scales, based on modeling or interpretation, incomplete while being created or revised, etc. Using GIS products for purposes other than those for which they were created may yield inaccurate or misleading results. The Forest Service reserves the right to correct, update, modify or replace GIS products without notification. For more information, contact the Kootenai National Forest Supervisor’s Office.

## Summary

The Kootenai National Forest provides a variety of recreation opportunities – camping, driving, fishing, hunting and more. Each year more and more people are involved in Off Highway or OHV recreation whether driving all terrain vehicles (ATVs), trail motorcycles, or four-wheel drive vehicles. Motor vehicles are an appropriate way to access and enjoy National Forest lands – in the right places and under appropriate management.

Unfortunately, the growth in use of OHVs and their increasing ability to travel in rougher terrain has outpaced the development of management strategies for them. While most riders use their OHVs responsibly, the damage from growing cross-country travel is increasing. Proliferation of trails, vegetation loss, noxious weed spread, forage reduction, soil erosion, wildlife displacement and stream damage are a few of the issues with irresponsible use of OHVs.

To address this situation, the Forest Service adopted a national rule regarding Travel Management and OHVs in November 2005 ([Travel Management – Designated Routes and Areas for Motor Vehicle Use – Final Rule, effective 12/9/2005](#)). The Travel Management Rule requires each National Forest to formally designate those roads, trails and areas where motorized travel is permitted and to show them on a Motor Vehicle Use Map (MVUM). Once the rule is implemented, motorized travel will be permitted only on the roads, trails and areas shown on the MVUM. Specific schedules were assigned across the region to allow for the Rule to be fully implemented by 2009.

The Three Rivers Ranger District completed this Travel Analysis to assess the existing condition of current motorized access and use and recommends:

- Maintain the current level of motorized access on **National Forest System Roads**; protect natural resources by designating these routes for motorized travel. Prohibit motorized use of unauthorized, user-created routes currently open under the 2001 Off-Highway Vehicle Forest Plan Amendment Record of Decision.
- Protect wildlife habitat and meet Trail Management Objectives on **National Forest System Trails** with a forest order prohibiting motorized use by motorcycles on the currently unrestricted 195 miles of trail.
- Protect sensitive land types, wildlife habitat, watershed resources and the natural integrity of the approximately 42,000 acres of the Three Rivers Ranger District lying in Idaho with a forest order prohibiting **cross-country motorized travel**.
- Protect natural resources by limiting **motorized access for dispersed camping** to the existing open route system.



# Introduction

## Background

Most national forest visitors use motor vehicles to access the National Forest System lands, whether for recreational sightseeing; camping and hiking; hunting and fishing; commercial purposes such as logging, mining, and grazing; administration of utilities and other land uses; outfitting and guiding; or the many other uses of NFS lands. For many visitors, motor vehicles are an integral part of their recreational experience. People come to National Forests to ride on roads and trails in pickup trucks, ATVs, motorcycles, and a variety of other means. Motor vehicles are a legitimate and appropriate way for people to enjoy their National Forests – in the right places, and with proper management.

The growing popularity and capabilities of Off Highway Vehicles (OHVs) demand attention to ensure that the use remains sustainable. A very few irresponsible users can affect soil, water, forest and rangeland vegetation, wildlife habitat, and cultural resource sites; contribute to the spread of noxious weeds; and affect the experience of other visitors. Today unmanaged recreation, including impacts from off-highway vehicles, represents one of the four key threats facing the nation's forest and grasslands. A designated and managed system of roads, trails, and areas for motor vehicle use is needed.

On November 9, 2005, the Forest Service issued the Travel Management Rule revising regulations at 36 CFR parts 212, 251, 261, and 295 to require designation of roads, trails, and areas for motor vehicle use. The rule provides a consistent framework for motor vehicle use on National Forests and Grasslands. Through travel analysis, local units will identify opportunities to designate those roads, trails and areas open to motor vehicle use, by class of vehicle and where appropriate, by time of year. Subsequent to the publication of a forest Motor Vehicle Use Map (MVUM), the final rule prohibits the motor vehicle use off of the designated system. This clear identification of roads, trails and areas for motor vehicle use on each National Forest will enhance management of National Forest System lands; help to sustain natural resource values through more effective management of motor vehicle use; clearly identify opportunities for motorized recreation experiences on National Forest System lands; address needs for access to National Forest System lands; and preserve areas of opportunity on each National Forest for non-motorized travel and experiences.

## Process

Travel analysis is a six-step process. The steps are designed to be sequential while understanding the process may require feedback and iteration over time as an analysis matures. The amount of time and effort spent on each step differs by project based on specific situations and available information. The analysis process provides a set of issues and questions to help managers make choices about transportation system management. Decision-makers and analysts determine the relevance of each question. The following six steps guide the process.

- Step 1. Setting up the analysis.
- Step 2. Describing the situation.
- Step 3. Identifying the issues.
- Step 4. Assessing benefits, problems and concerns.
- Step 5. Describing opportunities and setting priorities.
- Step 6. Reporting.

## Products

The product of an analysis is a report for decision-makers and the public that documents the information and analyses used to identify opportunities and priorities for motorized use designations on the Three Rivers Ranger District's transportation systems. Included in the report is a map displaying the known transportation system for the analysis area and the potential concerns and opportunities for designating roads/trails or road/trail segments for motorized use. Additional opportunities for motorized travel to dispersed camping locations and/or identification of potential areas that could be designated for cross-country motorized use will be included as well. This report will:

- Identify opportunities for motorized use designations by vehicle class;
- Identify travel route associated environmental and public safety concerns;
- Identify opportunities for changes in travel route access to meet grizzly bear habitat standards;
- Identify areas of special sensitivity, unique benefits, or both;
- Include any other specific information needed to support NEPA decisions.

## This Report

This report documents the information and analysis procedure used for the Three Rivers Ranger District travel analysis area. Wherever "analysis area" is referenced in this document, it corresponds to the Three Rivers Ranger District (See Map A). This analysis is designed to provide decision-makers with information to designate road and trail systems for motorized use by vehicle class that are safe and responsive to public needs and desires, are affordable and efficiently managed, and have minimal negative ecological effects on the land. This report is a "living" document and reflects the conditions of the analysis area at the time of writing. The document can be updated as the need arises and conditions warrant. Any future updates will be attached as amendments.

# Step 1

## Setting up the analysis

### Purpose and Objectives of the Analysis

This analysis will focus on motorized use of the transportation system on the Three Rivers Ranger District. (See Map A: Vicinity Map). The existing condition of the transportation system will be measured by the consistencies and inconsistencies with the current Forest Plan and by the socio-cultural, economic, and environmental consequences relative to the travel route network designated for motorized use. The objective of this analysis is to help identify an optimal transportation system of designated motorized routes that offers public recreational opportunities, yet provides balance between the benefits of access and the concerns of associated effects to the environment. The product of this analysis will not be a decision. Instead, this report will describe opportunities and priorities for National Forest System Roads (NFSR) and National Forest System Trails (NFST) under Forest Service jurisdiction. Some of these opportunities may be carried forward, budget pending. (Although this analysis may include private and other public agency routes, opportunities and priorities will only be presented for routes under Forest Service jurisdiction.)

## Interdisciplinary Team Members and Participants

The interdisciplinary team included a core group of specialists most involved with motorized access issues. Other specialists were consulted, as additional information was needed.

The Travel Analysis ID Team included the following:

Mike Herrin	District Ranger
Douglas Spaeth	ID Team Leader/Wildlife
Timory Peel	Transportation Planning
Mark Mason	Recreation Specialist
Kris Newgard	Hydrologist
Kristen Hauge	Heritage Resources
Chad Pickering	Fires/Fuels Specialist
Dick Harlow	Lands/Minerals Specialist
Mike Arvidson	Sensitive Plants/Old Growth Specialist

## Analysis Plan

The analysis process considers National Forest System lands, National Forest System roads (NFSR) and National Forest System trails (NFST) relative to the Kootenai National Forest Plan, existing legal prohibitions to motorized use (as issued under 36 CFR 261), the 2001 [Off-Highway Vehicle Record of Decision](#), the 2004 Record of Decision for the Forest Plan Amendment for Motorized Access Management (a.k.a. Access Amendment) within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones, and the [2005 Travel Management Rule](#).

Opportunities for motorized access are evaluated with consideration for the social benefits and ecological concerns. Additionally, the Travel Planning Handbook (FSH 7709.55) directs travel analysis to consider: conflicts among users and accessibility for persons with disabilities; right-of-way acquisition needs, the interrelationship of State, county, tribal, and other Federal agency transportation facilities and travel management decisions on adjacent NFS administrative units; the availability of resources for maintenance and administration of designated trails, roads and areas; and the access needs of all landowners in areas of intermingled ownership.

This analysis will only address wheeled motorized vehicle use (highway legal vehicles and non – highway legal vehicles). Over-the-snow motorized use will not be considered in this analysis.

## Information and Basic Data Needs

Current data in the geographic information system (GIS); the Infra Travel Routes Database in I-web; field data and information; and any other pertinent databases were used to facilitate this analysis. Updates to this travel analysis will be made as new information becomes available.

The IDT identified the following GIS based map needs:

- Travel Routes (Roads and Trails)
- Current Closure Order pursuant to 36 CFR 261
- Recreation Features
- Threatened and endangered species habitat

## Step 2

## Describing the situation

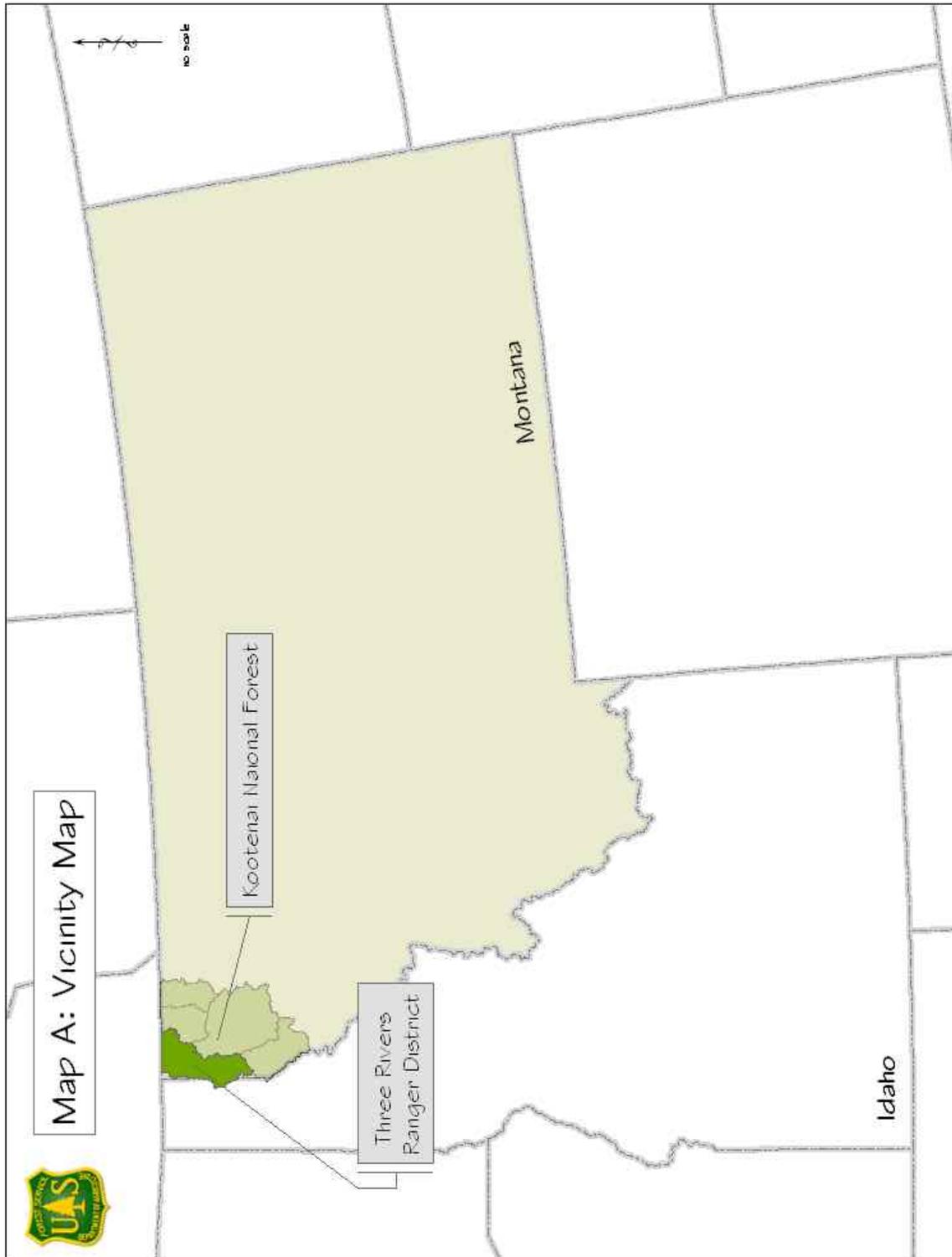
### The Analysis Area

The Three Rivers Ranger District travel analysis area is approximately 684,833 acres and is located in the northwest corner of Montana (see Map A: Vicinity Map) on the Kootenai National Forest. Approximately 73,408 acres (11% of District) of corporate private, public private and State lands are intermingled with National Forest lands. Most public private land ownership lies along the Yaak River, Kootenai River, and Lake Creek valley bottoms. 2000 U.S. Census Bureau data indicates that the population of Troy, Yaak, and the surrounding area numbers approximately 3,081. As timber companies such as Plum Creek sell their corporate timberlands for real estate development, the resident population of the area is expected to increase sharply.

The Kootenai National Forest is a popular recreation area, offering a variety of opportunities in diverse settings. Activities include gathering forest products, snowmobiling, cross country skiing, hunting, fishing, hiking, horseback riding, camping, as well as scenic and wildlife viewing. Both motorized and non-motorized recreation opportunities are valued by area residents and visitors. The April 2007 Kootenai National Forest Recreation Niche Statement describes the primary roads traversing the forest and linking the communities as providing “outstanding views of wildlife and scenery year round” and “although an extensive road system accesses the area, only key travel routes are open to vehicles to maintain important wildlife habitat and uncrowded recreation opportunities.”

The majority of the road system on the Three Rivers Ranger District was constructed for timber management, fire suppression, and/or mineral extraction. Although the resulting recreation access for the general public has been a benefit, appropriated road maintenance funding is not sufficient to maintain every road on the district for motorized access. Additional concerns for wildlife habitat security, watershed resource protection, and efforts to minimize the spread of noxious weeds further reduce motorized access opportunities. If a watershed scale travel analysis indicates a road is not needed for timber management for an extended period of time, placing the road in intermittent stored service is the ecological and economical responsible step to take.

This analysis area is a part of the Cabinet-Yaak ecosystem, which supports a wide array of wildlife species and habitats. Grizzly bear, gray wolf, lynx, and bull trout are protected under the Endangered Species Act, inhabit the waters and National Forest lands on this district. The entire Three Rivers Ranger District lies within the USFWS designated grizzly bear recovery zone including all or part of twelve Bear Management Units (BMUs) (See Map C: BMU Map). Activities within the BMUs are limited and restricted during the spring, summer and fall seasons in order to provide security and protection for grizzly bears. Roads, trails and areas where motorized use is currently prohibited are posted at the district office and signed on the ground pursuant to 36 CFR 261.50 (a) and (b). These prohibitions help to provide secure elk habitat, protect water resources, and minimize the spread of noxious weeds.



## The National Forest Transportation System

Most roads in the analysis area were originally constructed for commercial access purposes, primarily timber and/or mining. Over the past 100 years, an extensive road network has been developed which continues to serve commercial, recreation, and administrative purposes. Direction for the management of the Forest transportation system comes from several sources. The following describes the direction most pertinent for access management.

### Forest Plan Direction

The Kootenai National Forest published its Forest Plan in September 1987 to comply with the National Forest Management Act of 1976 (NFMA), the regulations for National Forest Land and Resource Management Planning (35 CFR part 219) and the National Environmental Policy Act of 1969 (NEPA). This Forest Plan guides all natural resource management activities and establishes management standards for the Forest. It describes resource management practices, levels of resource production and management, and the availability and suitability of lands for resource management. It presents the goals, objectives and standards to be applied forest wide and for specific subdivisions of the Forest called Management Areas (MAs). The goals, objectives, and standards that apply to National Forest System roads are:

#### Goals (USDA Forest Service, 1987a, II-1)

- Construct the minimum number of roads necessary to permit the efficient removal of timber and mineral resources. Construct and reconstruct roads only to the minimum standards necessary to prevent soil loss, maintain water quality, minimize safety hazards for a reasonable and prudent Forest user, and provide access for fire protection where needed to meet goals.
- Maintain a balance of open and closed roads to continue present levels of motorized access, insure big-game habitat security, insure grizzly bear security to meet recovery goals, and reduce road maintenance costs.

#### Objectives (USDA Forest Service, 1987a II-4m 5, 7, & 10)

- The Forest Travel Planning process will be used to review, evaluate and implement the goals and standards of the MAs, with regard to roads, trails and motorized vehicle use (Recreation).
- Transportation facilities, including roads, trails and bridges, will be constructed and maintained to meet the objectives of the Forest Plan (Roads and Trails).

#### Standards (USDA Forest Service, 1987a, II-21, 25 & 30)

- The Forest Travel Planning process will be used to review, evaluate and implement the goals and standards of the Management Areas in the Forest Plan with regard to road, trail, and area-wide motorized vehicle use (Off-road Vehicles).

#### Riparian Area Standards that Apply to Roads (USDA Forest Service, 1987a, II-30 & 33)

- Improvements such as boat ramps, roads and trails that exist or are planned in riparian areas will have surfaces designed to minimized sedimentation (e.g. paving, seeding or gravelling).
- Roads that parallel streams will be located at a distance determined by sediment transport models, and outside the 100-year flood plain.
- Active construction projects will be completed or treated prior to expected peak runoff times to minimize sediment yield.
- When funds for road maintenance are limited, roads and drainage structures in riparian zones will be a top priority.
- Necessary stream course crossings will insure fish passage, non-erosive water velocities and channel stability and insure erosion control on cuts, fills and road surfaces.

- Eliminate or replace existing structures that are identified as fish barriers or sediment sources.
- Roads will be located to avoid key riparian habitats such as wallows, bogs and wet meadows unless there is no reasonable alternative. In any case, as much screening, cover and distance as possible will be retained.
- Road closures will be used to protect riparian habitat and values.

### Management Areas

In addition to the general Forest Goals, Standards and Guidelines, direction applicable to roads and trails can be found specific to individual Management Areas (MAs). The following table summarizes the information relevant to this analysis for each MA.

**Table 1: MA Descriptions and Summary of Relevant Road and Trail Direction**

MA	Description	Standards for Recreation and/or Facilities Relevant to Roads and Trails	Acres/Percent of Three Rivers Ranger District
MA 2	Semi-primitive Non-Motorized Recreation	Trails will normally be closed to all motorized vehicles. Trails...must not conflict with grizzly bear recovery goals.	111,275 16%
MA3	Semi-primitive Motorized Recreation “Goal is to provide for dispersed recreation activities in a natural appearing environment using trails and primitive roads for access.”	Roads and trails will normally be open to motorized vehicles except seasonal closures may occur on grizzly situations 1 and 2 to prevent grizzly/human conflicts.	2,727 <1%
MA 5	Viewing areas	Provide for public use of roads to developed sites....	64 <1%
MA 6	Developed Recreation Sites	Roads within campgrounds will be maintained at a minimum of level 3	502 <1%
MA 7	Existing Wilderness	Non-motorized forms of recreation will be accommodated and managed.	15,203 2%
MA8	Recommended Wilderness	Non-motorized forms of recreation will be accommodated and managed.	24,522 4%
MA9	Montana Wilderness Study Area – 10 Lakes	Non-motorized forms of recreation will be accommodated and managed.	0
MA10	Big-Game Winter Range (Unsuitable Timberlands)	Motorized access is generally not permitted during important wintering periods.	21,149 4%
MA 11	Big-Game Winter Range (Suitable Timberlands)	Motorized access is generally not permitted during important periods of big game winter use.	69,294 10%

MA	Description	Standards for Recreation and/or Facilities Relevant to Roads and Trails	Acres/Percent of Three Rivers Ranger District
MA 12	Big-Game Summer Range	Roads open to public use will not exceed an average density of 0.75 mile per square mile within the contiguous MA.	149,299 22%
MA 13	Designated Old-Growth Timber	<p>Off road vehicle (currently referred to as OHV) use is not permitted from May 1 to November 30.</p> <p>If adjacent to winter range, OHV will normally not be permitted at any time.</p> <p>Local roads will be restricted to prevent premature cutting of the snag component.</p>	48,571 7%
MA 14	Grizzly Habitat Management	<p>All new local roads will be closed to motorized use. Existing local roads will be evaluated, and most will be closed.</p> <p>Existing collector roads will be evaluated for closure on a case-by-case basis, with the intent of minimizing open road densities. The goal is 0.75 miles or less of road open per square mile of area during periods of grizzly bear use.</p>	99,524 15%
MA 15	Timber Production	Most roads will be available for motorized recreation (up to 3 miles per square mile).	21,680 3%
MA 16	Timber with Viewing	<p>Most roads will be available for motorized recreation (up to 3 miles per square mile).</p> <p>Exceptions to this may occur if access to this MA is through an MA for which motorized use is not permitted, or is seasonally restricted.</p>	3,910 <1%
MA 17	Viewing with Timber	<p>Most roads will be available for motorized recreation (up to 3 miles per square mile).</p> <p>Exceptions to this may occur if access to this MA is through an MA for which motorized use is not permitted, or is seasonally restricted.</p>	5,860 <1%

MA	Description	Standards for Recreation and/or Facilities Relevant to Roads and Trails	Acres/Percent of Three Rivers Ranger District
MA 18	Regeneration Problem Areas	Existing roads or roads used to access other MAs are generally available for motorized recreation (up to 3 miles per square mile) unless the access route goes through an MA for which those uses are prohibited or seasonally restricted.	4,406 <1%
MA 19	Steep Lands	Local roads will normally be maintained at level 1 (closed).	18,410 3%
MA 20	Administrative Sites	NA	454 <1%
MA 21	Special Interest Areas RNA, Cultural, Geologic, Botanical, Scenic	<p>MA 21 – <u>RNA</u>: ORV use will normally not be allowed except on existing roads. ORV use may be allowed on trails where the trail provides for ORV use on both sides of the RNA).</p> <p>New roads are not permitted.</p> <p>MA 21 – <u>Cultural Resource Areas</u>: ORV use is not permitted. Existing roads providing public access to the sites may be retained, but new roads are not expected and will be permitted only if there is no affect to the cultural resource.</p> <p>MA 21 – <u>Scenic Areas</u>: ORV use is not permitted. New roads are not permitted.</p> <p>MA 21 – <u>Geologic Areas</u>: ORV use is normally not permitted. Roads may be constructed to enhance the recreation use or interpretation of these sites. None are planned.</p> <p>MA 21 – <u>Botanical Areas</u>: ORV use is normally not permitted. New roads are not permitted.</p>	8,025 1%

MA	Description	Standards for Recreation and/or Facilities Relevant to Roads and Trails	Acres/Percent of Three Rivers Ranger District
MA 23	Electric Transmission Corridor	The powerline access roads will be open to maintenance crews at all times.  Public access may be restricted based on access restrictions of adjacent MAs.	0
MA 24	Low Productivity Area	This MA requires no roads, however the most efficient route, or even the only route to an adjacent MA may be through this MA. Roads may be constructed only if a suitable route can be located consistent with all the standards of this MA.  Local roads will be closed (level 1) unless this is inconsistent with management of adjacent MAs.	3,817 <1%
MA 29	Primitive Recreation "Manage the MA in a natural condition free from the evidence of man, for non-motorized and roadless recreation."	Trails will be closed to all motorized vehicles.	0
MA 30	Lake Koocanusa Drawdown Area	OHV use is permitted in the drawdown area provided there is no conflict with soil protection, water quality, or protection of cultural sites.	0

### 2001 Off-Highway Vehicle Record of Decision

The 2001 Off-Highway Vehicle Forest Plan Amendment Record of Decision prohibits motorized travel off roads (cross-country) existing prior to the decision on all Federal lands in Montana, North Dakota, and portions of South Dakota. Unauthorized roads and trails created prior to this decision allow motorized traffic unless prohibited by an area closure under a Forest Order. Motorized wheeled cross-country travel to a campsite is permissible within 300 feet of a motorized road or trail.

### Road Definitions (36 CFR 212.1)

The Final Rule and Administrative Policy published January 12, 2001 and the Final Travel Management Rule published November 9, 2005 established new definitions for road and trail management on the National Forests. The new definitions are listed in the glossary (Appendix D).

## **Interagency Grizzly Bear Committee (IGBC) Direction**

In 1998, the U.S. Fish and Wildlife Service issued an Interim Access Management Rule Set to guide motorized access decisions for the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Areas. Standards for Open Road Densities, Core Areas, and Habitat Security were established that superceded management area direction for road density standards and uses.

In 2004, the Record of Decision for the Forest Plan Amendment for Motorized Access Management (a.k.a. Access Amendment) within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones was signed. The US Fish and Wildlife Services' 2004 Biological Opinion for the Kootenai, Idaho Panhandle, and Lolo National Forests Land and Resource Management Plans Amendment for Motorized Access within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones (FWS Ref. 1-9-02-F-148) set terms and conditions for motorized access including standards for core habitat, Open Motorized Road Density (OMRD), and Total Motorized Road Density (TMRD).

US District Court Judge Molloy issued a ruling on December 13, 2006 that set aside the 2004 Forest Plan access amendment and the FWS subsequently withdrew their Biologic Opinion. For the purpose of this analysis, an evaluation of road densities will take in account all of the above listed standards until the new environmental analysis is completed and a new Record of Decision is issued. See Table 3 for standards set per BMU.

## **2005 Final Travel Management Rule Direction (36 CFR 212, 251, 261& 295)**

Prior to the publication of a Motorized Vehicle Use Map, roads and trails on National Forest System lands are considered open to motorized travel unless otherwise prohibited. The current Forest Order with a list of roads and trails where motorized use is prohibited has been developed over the past two decades through numerous environmental analyses and subsequent decisions. Prohibitions on cross-country motorized travel has been addressed under specific area closures and through the 2001 Off-Highway Record of Decision for Montana, North Dakota and portions of South Dakota. The implementation of these decisions to prohibit motorized travel provides for wildlife habitat security, protection of water resources and helps limit the spread of noxious weeds.

Current Montana laws and regulations restrict travel on any public road, including NFSRs, to highway legal vehicles. An OHV will meet this requirement if properly licensed and equipped with the necessary safety features such as a mirror, horn, headlight and brake lights. Operators must possess a valid driver's license, operators under 18 must wear Department of Justice approved safety helmets, and operators between the ages of 12 – 16 must hold a certificate showing successful completion of the off-highway safety education course offered by the FWP and be in the presence of a person possessing a valid driver's license. Authorizing "motorized mixed use" (coincident highway legal and non-highway legal traffic) requires specific engineering analysis considering route characteristics and user safety.

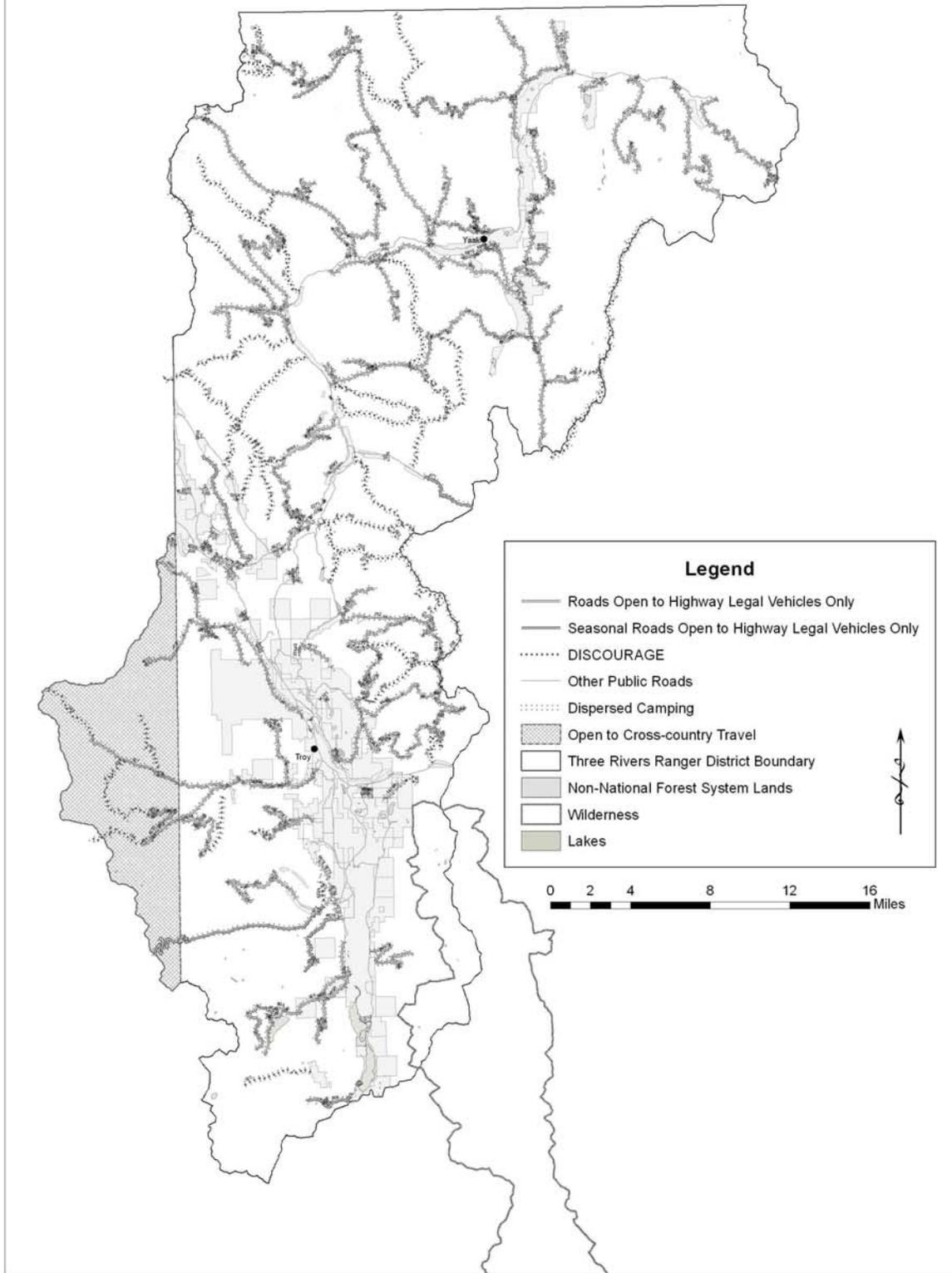
There are approximately 2,222 miles of National Forest System Road on the Three Rivers Ranger District. Twenty-four percent (529 miles) of these are currently open yearlong or seasonally to highway legal motorized vehicles.

There are approximately 355 miles of National Forest System Trail on the district with managed for hiker or stock use. Currently, there are not any designated motorized trails. However, 195 miles of trail lack legal prohibitions to any motorized use and based on tread width, legally allow motorcycle use. See Table 2: Current Travel Management and Map B for a visual display of open routes.

**Table 2: Current Travel Management**

<b>Travel Management Status</b>	<b>Route Miles</b>
NFS Roads Open Yearlong to Motorized Use by Hwy Legal Vehicles	496 miles
NFS Roads Open Seasonally to Motorized Use by Hwy Legal Vehicles July 1 to October 14 July 1 to November 30 June 1 to March 30 May 1 to November 30	5 miles 7 miles 3 miles 18 miles
NFS Trails Managed for Hiker and Stock Use	355 miles

# MAP B: Travel Routes & Areas without Current Legal Restrictions to Motorized Use



## Step

### 3

## Identifying issues

Issues are real, or perceived, trends that land managers may or may not be able to affect by future decisions. The following issues for individual resources were derived from internal Forest Service meetings and from public comments received in similar projects.

### **Social –Cultural Issues**

A wide range of people use National Forest system lands including local residents, people from nearby communities, and out-of-state visitors. The users of this area are as varied as the recreational activities they pursue. Some are seeking solitude, utilizing the trails and restricted roads; others are seeking roaded opportunities. Although this analysis area does not provide unique recreational opportunities within the whole of the Kootenai National Forest, there is a strong attachment to this area by many recreationists.

#### **Access**

Roads play an important part in facilitating recreational experiences for forest visitors. People look to national forest lands to provide many goods and services such as firewood, berries, hiking, and viewing opportunities. Driving for pleasure is an important dispersed activity on the Kootenai National Forest and roads are the primary facility for visitor access. Some segments of the public have clearly described the desire for additional motorized opportunities within the current laws and regulations. The Kootenai National Forest Social Assessment (Update, 2003) listed driving roads as an important perceived benefit of the Kootenai National Forest lands and resources, and public comment for the ongoing Forest Plan revision process identified providing motorized loop opportunities as one of the priority areas in the desired condition statements for access in both the Yaak and Bull Geographic Areas. Another segment of the public, however, favors additional reductions in motorized access to enhance wildlife habitat quality and non-motorized recreational experiences.

OHV recreational access is also listed as a desired condition in Forest Plan revision public comment. Under current Montana State law, those roads open to motorized use include OHVs that meet the requirements to be considered highway-legal. Although there currently are not any routes specifically designated solely for OHV use, all routes allowing motorized use can be driven by any legally licensed driver on a legally registered vehicle. At this point in time, no engineering analyses have been undertaken to determine the feasibility of designating a route as eligible for mixed use (allowing highway legal and non-highway legal traffic on the same route).

Due to wildlife habitat security issues and the analysis area's inclusion in the USFWS recovery zone for grizzly bears, approximately 75% of Forest System roads prohibit motorized use through all or part of the year. Opportunities for providing additional motorized access within the analysis area should be considered where feasible considering requirements for grizzly bear core standards and accommodating non-motorized recreation values.

#### **Trail Designations**

The current trail system within the travel analysis area was designed and managed for hiker/pedestrian and/or pack and saddle use. Trail management objectives (TMOs) were established by the District Ranger after review and recommendation by the district trail manager. These TMOs tier off the forest plan and provide the basic information for trail management strategies, trail management classes, Recreation Opportunity Spectrum, and desired future conditions (see Table 4 and Appendix B for the TMOs for the trails covered in this analysis.) Many trails lie partially or totally within Inventoried Roadless Areas (IRAs) and/or grizzly bear core habitat. Most of the IRAs fall in MAs with standards

for semi-primitive, non-motorized recreation. Under IGBC direction, standards for minimizing motorized use during the bear year (April 1-November 15) are required for core habitat. Although most roads in the analysis area are subject to motorized use prohibitions, 195 miles of trails on the District have no legal prohibition for motorcycle use. (Tread width limits the class of vehicle; preventing all motorized use except motorcycles.) Addressing the need to place legal prohibitions on motor vehicle use on these trails is necessary to meet the requirements for habitat protection and prevent user conflict or adverse impacts to the trails.

Addressing public desires for motorized recreation may require looking for new motorized trail opportunities outside of grizzly bear core habitat and areas managed for non-motorized recreation. The analysis area's large percentage of lands in the grizzly bear recovery zone will limit these opportunities. Existing roads open to motorized use would need to be closed in order to open new motorized trails and still meet IGBC standards. This trade-off is a possible consideration. Additionally, NFS lands close to the community of Troy, Montana which are classified as "outside the recovery zone" may present some opportunities if open road density (ORD) standards allow.

### **Cross Country Motorized Travel and Area Designations**

The 2001 Off-Highway Vehicle Forest Plan Amendment Record of Decision prohibits cross country motorized traffic on all NFS lands in Montana. However, 42,000 acres in the Callahan and Keeler Creek watersheds of the Three Rivers Ranger District lying in Idaho do not have any legal prohibition to off-road motorized use. Regional direction for area designations under the 2005 Travel Management Rule state designations should occur only when they have the natural resource characteristics that are suitable for motor vehicle use, or are so significantly altered by past actions that motor vehicle use off designated roads or trails might be appropriate (Regional Office Implementation Guide dated 6/30/2006). The steep terrain, sensitive land types, and grizzly bear core habitat in this area of the Callahan and Keeler Creek watersheds do not have natural resource characteristics that are suitable for motor vehicle use. Nor have the acres within the Willard Estelle and Roberts IRA been significantly altered by past actions.

### **Motorized Access for Dispersed Camping**

The 2001 OHV amendment allows motorized access 300' off open roads for dispersed camping. This includes both sides of every route (road or trail) under Forest Service jurisdiction in this analysis area that allows motorized use. Under the 2005 Travel Management Rule, the authority for designation of the limited use of motor vehicles within a specified distance of designated routes solely for the purposes of dispersed camping is delegated to Forest Supervisors. Supervisors are to apply this provision sparingly and on a route by route basis (RO Implementation Guide dated 6/30/2006).

## **Environmental Issues**

### **Terrestrial Wildlife**

Terrestrial habitats can be affected by open motorized travel routes in several ways: physical removal of suitable habitat (road surface and adjacent habitat such as snags) and the displacement of individuals due to habitat loss; the creation of barriers to movement; the creation of a path of entry for invasive species; poaching and other wildlife harassment, thereby also creating habitats in the proximity to travel routes, which may be avoided by some wildlife species.

Management area direction provides standards for open motorized route densities to minimize some of the effects to terrestrial wildlife. Generally, MAs 2, 8, 9, 12, 13, 14 emphasize non-motorized or limited (< 0.75 miles per square mile) summer recreation opportunities. MAs 3, 15, 17, and 18 offer more summer motorized recreation opportunities

**IGBC Standards**

Management of the NFS lands within the grizzly bear recovery zone requires that open motorized route density, total motorized route density, core habitat and habitat effectiveness standards be met to provide for habitat security specific to each bear management unit (BMU). The District has been working toward meeting these standards on a project-by-project basis to meet a 2013 deadline. Based on the monitoring done for the 2006 bear year<sup>1</sup>, five out of twelve BMUs on the District meet standard and the remaining seven are within a few percentage points. Two recent projects in (NE Yaak and Grizzly) propose activities that will bring BMUs 11, 15, and 16 in compliance when implemented.

However, without motor vehicle prohibitions on the unrestricted trails on the District, most BMUs will move away from compliance with the IGBC standards. Table 3 displays the resulting percentages when taking into account the existing condition of these trails having no prohibition to certain types of motorized use.

**Table 3: Road Density and Core Habitat Standards by BMU**

BMU	Core %			OMRD %			TMRD %			ORD std ≤ 0.75		HE % std. ⇒70%	
	Std.	BY <sup>1</sup> 06	*	Std.	BY06	*	Std.	BY06	*	BY06	*	BY06	*
1	80	85	NA	15	12	NA	15	8	NA	0.19	NA	88	NA
2	75	76	NA	20	20	NA	15	18	NA	0.32	NA	79	NA
3	59	62	60	33	27	30	26	24	25	0.59	0.66	73	70
9	55	58	51	33	28	36	26	26	28	0.56	0.71	76	69
10	52	51	38	44	41	56	34	28	34	0.76	1.1	64	52
11	55	52	41	33	28	42	26	28	33	0.44	0.73	75	64
12	55	56	39	45	42	61	31	30	36	0.54	1.07	62	47
13	60	59	48	33	34	46	26	25	26	0.86	1.05	71	62
14	55	55	50	33	28	33	26	26	30	0.58	0.7	76	71
15	55	45	41	33	30	36	26	33	35	0.43	0.57	71	66
16**	55	53	45	33	28	39	26	26	30	0.47	0.58	73	65
17	55	54	52	33	31	31	26	20	20	0.55	0.56	74	73

\* = Status of compliance with unrestricted trails open to motor vehicles less than 50” in width.

<sup>1</sup>BY = Bear Year (April 1 – November 15); the non-denning active period of the year.

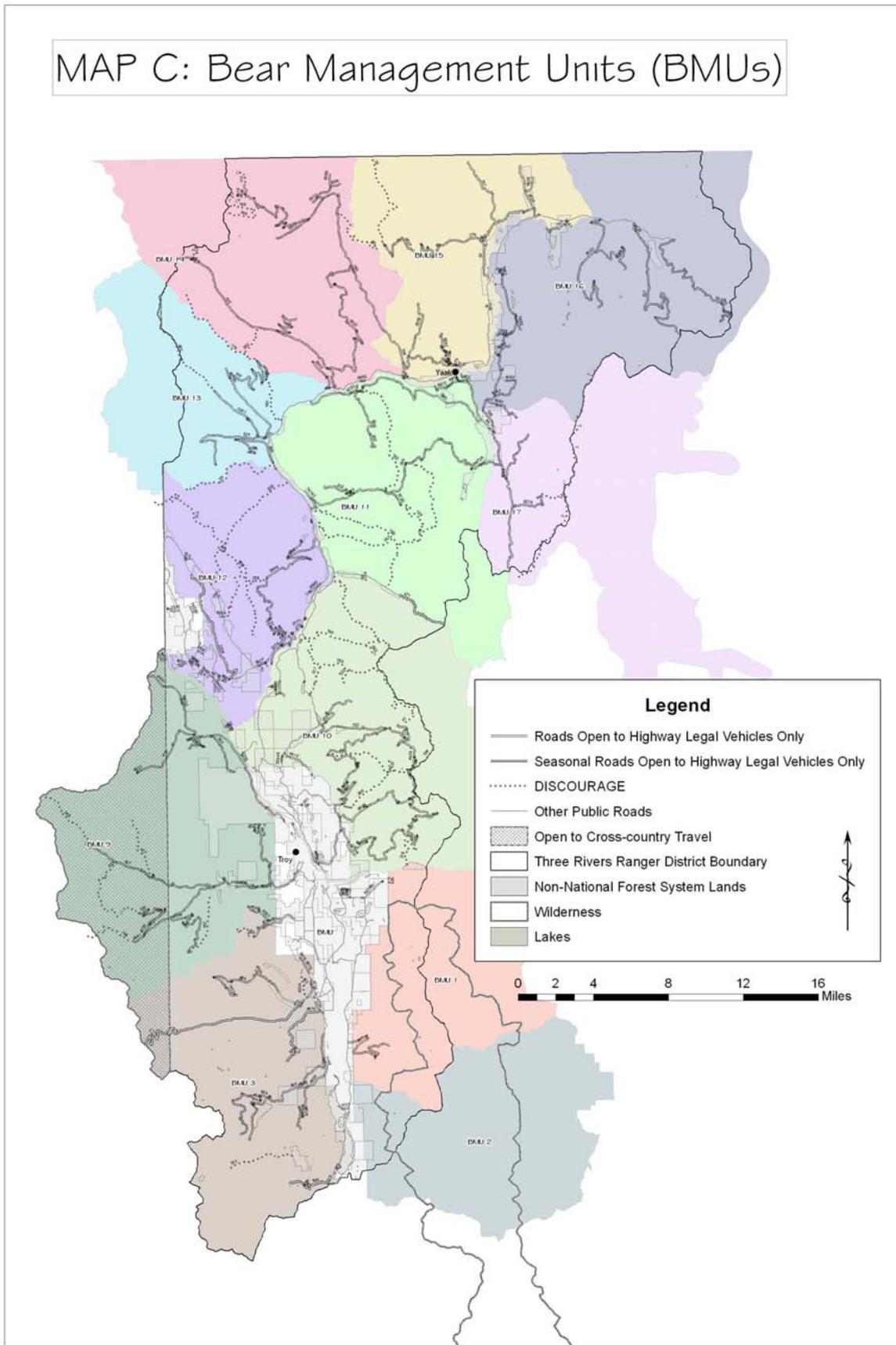
NA = either no change because of no unrestricted trails or BMU managed by another unit.

Yellow shading indicates current lack of compliance.

Orange shading indicates potential lack of compliance.

\*\* A Forest Order prohibiting motorcycles on the trails in the NE Yaak planning unit was issued October 15, 2007. This improves conditions in BMU 16 but the models have not been run again to determine the actual numbers.

# MAP C: Bear Management Units (BMUs)



## **Noxious Weeds**

The spread of noxious weeds is a continually growing concern for the agency and for the public. Noxious weeds on the NFS lands in the analysis area are largely associated with roads, power line right-of-ways, some clearcuts, and skid trails. They are often spread by human activities involving motorized use of roads and trails.

Noxious weed treatment is ongoing in the analysis area. This treatment is being performed in accordance with the guidelines listed in the Kootenai National Forest Invasive Plan Management ROD signed April 2007. It should be noted that not all noxious weeds on National Forest lands will be sprayed or eradicated. Roadsides and some heavily use trails are prioritized for treatment since they are dispersal routes for weed seeds to other potentially non-infested sites.

## **Economic Issues**

### **Trail Maintenance Funding**

The estimated 1,600 miles of classified NFS trails on the Kootenai National Forest System lands are extensive and diverse. Most of the existing trail system was built over the last 80 years for access to fire lookouts, remote back country areas, to lakes and streams for recreation pursuits and by miners and trappers for mineral exploration. However, in the decades after World War II, logging traffic tripled and many roads were constructed over existing trails, or trails were abandoned when new roads provided better access. As timber harvest and logging traffic on national forests declined following a peak in the 1990s, coupled with the implementation of grizzly bear standards and guides requiring reductions in motorized route density, an increasing number of roads have been gated or barriered, decreasing motorized access opportunities. Consequently, trails are once again important for access. In contrast to decreasing motorized Forest road access, recreation use of Forest trails has grown. Trails are used by hikers, horseback riders, hunters, fisherman, back packers, skiers, snowmobile riders and other recreationists

Annually, less than 20 percent of the trails on the Kootenai National Forest are fully maintained to their Trail Maintenance Level. We have not been adequately funded to accomplish much of the continuing backlog of deferred maintenance and annual maintenance needed to meet minimum safety and water quality standards. Resource Advisory Council Funds and CIP are helpful in providing funding to meet deferred maintenance and other maintenance needs from fires on some trails. With limited appropriated funds, trails with the greatest risk to safety and other resources are targeted first, high use trails second. Volunteers help to clear and maintain some trails annually.

Changes in access management over the last decade have, in some cases, restricted roads that access various trailheads on the District. Approximately, 22.5 miles of road are maintained as trails using recreation appropriated funds.

### **Motorized Recreation Costs**

Motorized trails are subject to the same BMP standards as roads for water resource protection. With the limited appropriated funding discussed above, funding sources for developing new motorized recreation routes may have to be explored with partnerships and/or grants.

## Step

# 4

## Assessing benefits and concerns

The purpose of this step is to examine the major uses and effects of a designated motorized route system to generate the information against which the existing and future travel route system can be compared. The main element of this step is to assess the various benefits, problems, and concerns of the current travel route system and whether the objectives of Forest Service policy and forest plans are being met.

Benefits are the existing and potential uses provided by travel routes and related access. Concerns are conditions for certain environmental, social, and economic attributes that managers deem to be unacceptable. They represent a chance of loss in environmental, social, and economic attributes if the travel route system remains unchanged.

The desired condition for the designated motorized travel route system in this analysis area is one where NFS travel routes :

- provide for safe access for forest users
- are responsive to public needs
- allow for economical and efficient management
- are environmentally sound and constructed to minimize adverse ecological impacts

### **Benefits**

The travel route system in this area provides access for many recreational pursuits such as hiking, berry picking, hunting, and driving for pleasure. The real estate market in northwest Montana has grown in recent years as many people seek communities in close proximity to the recreational opportunities National Forest System lands provide. There is an increasing potential for indirect revenue for the local communities through these activities.

The 467 miles of currently unrestricted roads on the Three Rivers Ranger District allow recreational driving for all highway legal vehicle traffic. An OHV is considered highway legal if properly licensed and equipped with the necessary safety features such as a mirror, horn, headlight and brake lights. Operators must possess a valid driver's license, operators under 18 must wear Department of Justice approved safety helmets, and operators between the ages of 12 – 16 must hold a certificate showing successful completion of the off-highway safety education course offered by Montana Fish Wildlife and Parks and be in the presence of a person possessing a valid driver's license.

### **Concerns**

**Trails:** Currently there are 195 miles of NFS Trails within the analysis area not subject to any legal prohibition to motorcycle use and as such, have the potential to affect compliance with grizzly bear habitat standards established by the IGBC. Without prohibitions to motorized traffic, nine out of the twelve BMUs would be out of compliance.

**Unauthorized Routes:** All user-created routes existing prior to the 2001 Off-Highway Vehicle Forest Plan Amendment Record of Decision are currently open to motorized travel. Some of these unauthorized routes may be causing resource damage. Although a complete inventory has not been completed, the terrain on the Three River's Ranger District has limited most of these types of routes to short access trails for firewood cutting.

**Cross-Country Travel:** Approximately 42,000 acres of the Three Rivers Ranger District lying in Idaho have no legal prohibition to off-road motorized use. The steep terrain, land types, grizzly bear core and Inventoried Roadless Area designations make this area inappropriate for cross-country motorized use.

**Motorized Access for Dispersed Camping:** Three hundred feet of motorized access for dispersed camping is allowed off both sides of every open NFS route in the analysis area. However, this may not be appropriate in every location and Regional direction is to apply this designation sparingly and on a route-by-route basis.

As popular dispersed camping locations are identified, there may be opportunities to designate existing unauthorized routes as a NFS roads open for motorized use or designate motorized access for dispersed camping locations from milepost to milepost a specified distance of 300 feet or less.

## Step 5

## Describing opportunities and setting priorities

### Introduction

The purpose of this step is to:

- Compare the current travel route system where there are no legal prohibitions to motorized use with what is desirable or acceptable to designate for motorized use.
- Describe options for modifying the travel route system that would achieve desirable or acceptable conditions.
- Analyze areas where motorized use is not prohibited and may or may not be occurring and areas with legal prohibitions in effect but where illegal use is occurring. Describe opportunities for designating areas where motorized use could be allowed.
- Consider opportunities for dispersed camping along routes designated for motorized use.

### Methodology:

The assessment considers benefit criteria versus concern criteria.

The benefit criteria are:

- Accesses Developed Recreation Site
- Accesses Dispersed Recreation Site/Viewing Opportunity/Hunting Access
- Motorized Loop Access
- Known Public Desire for Motorized Access

The concern criteria are:

- User Conflict
- User Safety
- Management Area Standards
- Wildlife Concerns
- Heritage Concerns
- Aquatic/Watershed Concerns
- Spread of Noxious Weeds

### **Travel Route-Related Benefits Criteria**

**Access Developed Recreation Site:** Motorized routes that access developed recreation sites provide the transportation network where recreational visitors are encouraged to travel.

**Accesses Dispersed Recreation Site/Viewing Opportunity/Hunting Access:** Motorized routes that access specific recreation destinations for hiking, dispersed camping, scenic and wildlife viewing areas, and popular hunting locations.

**Known Public Desire for Motorized Access:** Public meetings held for Forest Plan revision, public comment on District project scoping, and data from the KNF Social Assessment (Update, 2003) all reveal a consistent desire for additional motorized access opportunities on public lands.

**Motorized Loop Access:** Motorized loop driving opportunities were specifically named as part of the desired condition statements for access during the KNF Forest Plan revision. There are some areas where motorized recreation opportunities may tie through to the Lolo or Idaho Panhandle National Forests.

### **Travel Route-Related Concerns Criteria**

**User Conflict:** Some Forest visitors value non-motorized recreation opportunities. User conflict can occur where motorized traffic impinges on areas designated as semi-primitive and/or non-motorized. Most trails on the District are managed for hiker and stock use. The noise and dust associated with motorized traffic may conflict with the recreational experience these users are anticipating.

**User Safety:** OHV technology has improved over the last decade as to allow motorized access on steeper and more challenging terrain. Landtype characteristics and trail location/condition may include safety concerns for motorized users.

**Management Area Standards:** Management area direction may include motorized use prohibitions or limitations for protection of natural resources and/or to minimize user conflict.

**Wildlife Concerns:** The impact of motorized travel routes on wildlife is mostly negative. Many scientific studies have documented the direct mortality of wildlife due to motorized route use. Generally speaking, roads fragment or alter wildlife habitat and/or disrupt movement or migration corridors. Displacement, harm, or death to species on or near motorized routes increases due to the increased human access. Motorized routes may open road densities and core grizzly habitat.

**Heritage Concerns:** The impact of motorized travel routes on heritage sites is mostly negative. Motorized routes through sites cause direct impacts through soil disturbance of site sediments and can cause indirect impacts through associated activities. Soil disturbance negatively affects sites by displacing artifacts, features and the context information contained in the site.

**Watershed and Aquatic Concerns:** Watershed and aquatic resources are the resources at greatest risk from route-related impacts. In a given watershed basin, aquatic health depends on watershed health. Sediment delivery from road and trails surface can be exacerbated by regular motorized traffic.

**Spread of Noxious Weeds:** Motorized routes are known vectors for the introduction and spread of noxious weeds.

### **Identifying Opportunities:**

Using the above criteria, the IDT assessed route segments without current legal prohibitions to identify opportunities for the designated motorized route system.

The following table (Table 4: Individual Route/Area Description and Identification of Opportunity) lists the trails, roads, and areas where travel management changes may be necessary for resource protection. It provides a short description of the existing condition and the result of the ID teams determination of why the route or area should or should not be considered for motorized designation by time of year, and if necessary by class of vehicle.

**Table 4: Individual Route/Area Description and Identification of Opportunity**

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
<b>NFST 148 Goat Mountain</b>	Passes through the Willard Estelle IRA; located in Grizzly Core; MAs 12,13,14, & 24 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 152 Goat Creek</b>	Passes though Willard Estelle IRA; located in Grizzly Core; MAs 12 & 13 Trail Management Objective: Manage hiker/pedestrian	<b>NO</b>
<b>NFST 154 South Fork Callahan</b>	Passes though Willard Estelle IRA; located in Grizzly Core; MAs 2 & 12 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 156 Smith Lake</b>	Enters Willard Estelle IRA; Grizzly core habitat; Part of trail coincident with legally restricted road; MAs 2 & 14 Trail Management Objective: Manage hiker/pedestrian	<b>NO</b>
<b>NFST 160 Baldy Mountain</b>	Passes through grizzly core habitat; MAs 2, 11, 12, & 14 Lies entirely in Mt Henry IRA and grizzly core habitat; MAs 2 & 12. Decision to prohibit all motorize use pending with Grizzly EIS. Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 160A Baldy Spring</b>	Short trail off NFST 160 to access spring; unsuitable for motorized as access to this trail via NFST 160 described as unsuitable; MA 2 Decision to prohibit all motorize use pending with Grizzly EIS Trail Management Objective: n/a	<b>NO</b>
<b>NFST 169 Northwest Peak</b>	Access Northwest Peaks IRA and grizzly core habitat; MAs 2, 3, & 21 Trail Management Objective: Manage hiker/pedestrian	<b>NO</b>
<b>NFST 170 Burke Lake</b>	Enters Northwest Peaks IRA and grizzly core habitat; Part of trail coincident with legally restricted road; MAs 2 & 21 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 173 Lower Hawkins Lake</b>	Enters Northwest Peaks IRA; although not directly in grizzly core, lies within buffer of open road – motorized use would decrease core; MAs 3 & 21 Trail Management Objective: Manage hiker/pedestrian	<b>NO</b>
<b>NFST 175A Grubstake Mountain</b>	Lies in grizzly core habitat; Decision to prohibit all motorize use pending with NE Yaak EIS; MA 14 Trail Management Objective: Manage hiker/pedestrian	<b>NO</b>

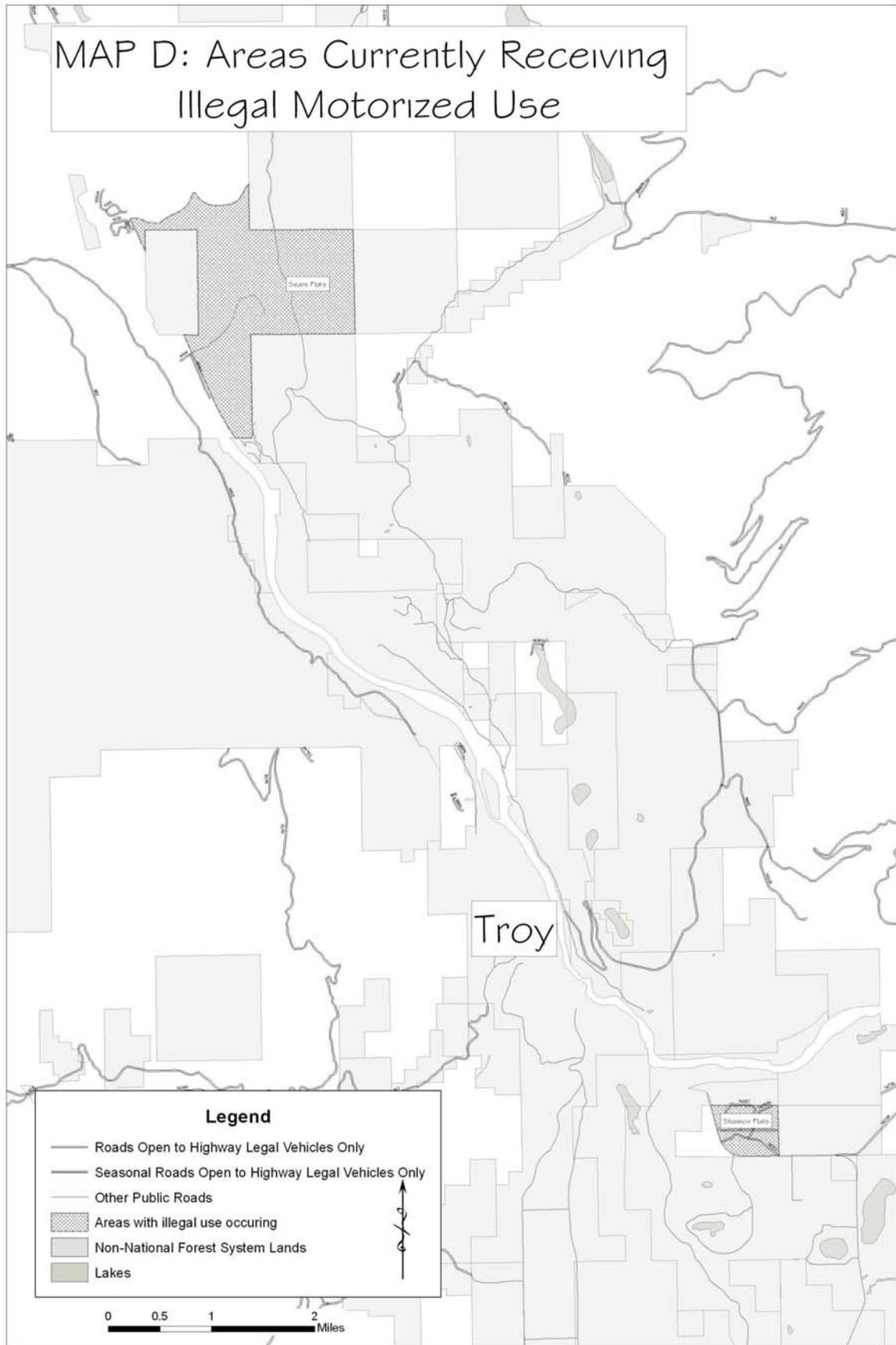
Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
<p><b>NFST 176</b> <b>West Fork Falls</b></p>	<p>Geologic Special Interest Area; MA 21 Trail Management Objective: Manage hiker/pedestrian</p>	<p><b>NO</b></p>
<p><b>NFST 179</b> <b>Baldy/Buckhorn</b></p>	<p>Lies in Buckhorn Ridge IRA and grizzly core habitat; Decision to prohibit all motorize use pending with Grizzly EIS; MA 2, with section of beginning in MA 3 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>
<p><b>NFST 182</b> <b>Grizzly Mountain</b></p>	<p>Passes through Grizzly Peak IRA and grizzly core habitat; Decision to prohibit all motorize use pending with Grizzly EIS; MAs 2, 10, 13, &amp; 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>
<p><b>NFST 183</b> <b>Upper Hawkins Lake</b></p>	<p>In Northwest Peaks IRA and enters grizzly core habitat; MA 21 Trail Management Objective: Manage hiker/pedestrian</p>	<p><b>NO</b></p>
<p><b>NFST 189</b> <b>Roderick Mountain</b></p>	<p>Enters Roderick Peak IRA and lies in grizzly core habitat; Decision to prohibit all motorize use pending with Grizzly EIS; MAs 2, 13, &amp; 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>
<p><b>NFST 19</b> <b>Pleasant View/Shepherd</b></p>	<p>Enters Roderick Peak IRA and lies in grizzly core habitat; Decision to prohibit all motorize use pending with Grizzly EIS; MAs 2, 10, 13, &amp; 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>
<p><b>NFST 193</b> <b>Roderick Ridge/Impendence</b></p>	<p>Lies in Roderick Peak IRA and lies in grizzly core habitat; Decision to prohibit all motorize use pending with Grizzly EIS; MAs 2, 10, 11, 12, 13, &amp; 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>
<p><b>NFST 196</b> <b>Arbo Creek/Wee Lake</b></p>	<p>Passes in and out of Saddle Mountain IRA and lies in grizzly core habitat; MAs 2, 12, 13 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>
<p><b>NFST 201</b> <b>Pulpit/OBrien</b></p>	<p>Lies in grizzly core habitat; MAs 2, 14, &amp; 18 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>
<p><b>NFST 202</b> <b>Zulu Creek</b></p>	<p>Lies in Zulu IRA and grizzly core habitat; MAs 13, 14, &amp; 15 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.</p>	<p><b>NO</b></p>

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
<b>NFST 205 Newton Mtn/Cyclone Creek</b>	Enters Buckhorn Ridge IRA and lies in grizzly core habitat; MAs 2, 12, & 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 208 Pine/Newton</b>	Enters Buckhorn Ridge IRA and lies in grizzly core habitat; MAs 2,11, 16 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 209 Wampoo/Newton</b>	Enters Buckhorn Ridge IRA and grizzly core habitat; MAs 2, 12, 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 218 Kootenai Creek</b>	Lies in grizzly core habitat; MAs 10, 13, 21 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 220 Newton Gulch</b>	Lies in Buckhorn Ridge IRA and grizzly core habitat; MAs 2, 11, 13 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 262 North Fork Meadow Creek</b>	Lies in Buckhorn Ridge IRA and grizzly core habitat; MAs 2 & 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 29 Red Top/Murphy Mountain</b>	Lies in Buckhorn Ridge IRA and grizzly core habitat; MAs 2 & 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 29A Red Top Spur</b>	Lies in Buckhorn Ridge IRA and grizzly core habitat; MAs 2, 12, & 14 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 33 Mount Obermayer</b>	Lies in West Fork Yaak IRA and grizzly core habitat; MAs 2, 12, & 14; Part of trail coincident with legally restricted road. Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 366 Pulpit Mountain NRT</b>	Lies in grizzly core habitat; MAs 2, 13 & 16 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
<b>NFST 366A Pulpit Mountain Spur</b>	Lies in grizzly core habitat; MA 2 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 388 Davis Lake</b>	Lies in Northwest Peaks Ira and grizzly core habitat; MAs 2 & 21 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 407 Roberts Mountain</b>	Lies in Roberts IRA and grizzly core habitat; MA 2 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 41 Kedzie Creek</b>	Lies in grizzly core habitat; MAs 2 & 12 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 410 Caribou Creek</b>	Lies in Willard Estelle IRA; MA 2 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 423 Grouse Lake Marsh Bypass</b>	Lies in grizzly core habitat; MA 11 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 423A Grouse Lake Marsh Bypass</b>	Lies in grizzly core habitat; MA 11 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 513 Mount Vernon/Spar Peak</b>	Lies in Scotchman Peaks IRA and grizzly core habitat; Part of trail coincident with legally restricted road and access to trail is via legally restricted road; MAs 2 & 8 Trail Management Objective: Manage pack and saddle.	<b>NO</b>
<b>NFST 517 Feeder Creek</b>	Enters Saddle Mountain IRA and lies in grizzly core habitat; MAs 15 & 19 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 520 Feeder Mountain</b>	Enters Saddle Mountain IRA and lies in grizzly core habitat; MAs 12 & 13 Access to trailhead is via legally restricted road. Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
<b>NFST 547 Independence Creek</b>	Lies in Roderick Peak IRA and lies in grizzly core habitat; Decision to prohibit all motorize use pending with Grizzly EIS; MAs 10, 12, & 13 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 548 North Fork Callahan/Timber</b>	Enters Willard Estelle IRA and lies in grizzly core habitat; MAs 2, 13, & 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 553 Wee Lake</b>	Lies in Saddle Mountain IRA and grizzly core habitat; MAs 2 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 652 Green Creek</b>	Enters Buckhorn Ridge IRA and lies in grizzly core habitat; MAs 2, 12, & 13 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 7 Pink Mountain</b>	Passes through Zulu IRA and enters Mt Henry IRA; lies in grizzly core habitat; part of trail coincident with legally restricted road; access to trailhead via legally restricted road; MA 14. Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 705 Prospect/Gunsight</b>	Lies in Saddle Mountain IRA and grizzly core habitat; MA 12. Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 706 Skyline Ridge</b>	Passes through Flagstaff and Saddle Mountain IRAs and lies in grizzly core habitat; MA 2 & 12 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 706A Arbo Peak</b>	Lies in Saddle Mountain IRAs and grizzly core habitat; MA 2 & 12 Trail Management Objective: n/a	<b>NO</b>
<b>NFST 709 Pulpit Ridge</b>	Enters grizzly core habitat; MA 2, 14 & 18 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 710 Teepee Mountain</b>	Lies in Buckhorn Ridge IRA and grizzly core habitat; trailhead access is via legally restricted road; MAs 2 & 12 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
<b>NFST 724 Canuck (Ewing)</b>	Enters grizzly core habitat; MAs 2 & 3. Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 8 Garver Mountain</b>	Lies in West Fork Yaak IRA and grizzly core habitat; MAs 2, 3, & 14 Trail Management Objective: Manage hiker/pedestrian and manage pack and saddle.	<b>NO</b>
<b>NFST 8A Garver Mtn Lookout</b>	Short trail off accessing Garver Mtn. Lookout; trailhead is accessed via legally restricted road. MA 14 Trail Management Objective: Manage hiker/pedestrian.	<b>NO</b>
<b>NFST 8B Garver Spring (Garver Mountain Tie)</b>	Short trail tying Garver Mountain lookout trail (8A) and Garver Mountain Trail (8); unsuitable for motorized as access to this trail via NFST 8 and 8A described as unsuitable; Lies in West Fork IRA and grizzly core habitat; MA 14. Trail Management Objective: n/a	<b>NO</b>
<b>Shannon Flats Area</b>	181 acre area south of Highway 2 and State Highway Weigh Station/Rest stop (see Map D); MA 11; Roads in area currently open yearlong to highway legal motorized vehicles; isolated NF land parcel surrounded by private public and private corporate lands. Currently receiving ATV and motorcycle use by licensed and unlicensed drivers/vehicles on both NFSRs and user-created motorized trails. The area lies outside of the grizzly bear recovery zone, doesn't have any streams, and the natural character of the area has been altered due to surrounding private property development and impacts of ongoing motorized recreation. However, area lies in winter range habitat and area motorized use would contribute to spread of noxious weeds and reduction of quality forage precluding designating for motorized cross-country travel.	<b>NO</b>
<b>Sears Flats Area</b>	1409 acre area north of Highway 2 and south of Eastside Road County 176 (see Map D); MA 11, MA 13, and MA 19; Area currently lies within a yearlong closure to motorized use for habitat protection in winter range, however illegal motorized use is occurring. If designation is not possible additional enforcement of existing closure order is needed. Although the gravel pit and BPA transmission line alter the natural resource characteristics and the area lies outside the grizzly bear recovery zone, other habitat protection issues preclude consideration for motorized use.	<b>NO</b>
<b>Motorized Access for Dispersed Camping 300' or less along Designated Routes</b>	Most dispersed camping locations on the District are accessed via specific open routes. Terrain conditions and natural resource issues necessitate limiting motorized access for dispersed camping to existing opportunities.	<b>NO</b>



**Step  
6****Reporting****National Forest System Roads (NFSR)**

The existing legal prohibitions covering the NFSRs in the analysis area have been established to provide wildlife habitat security, protect watershed resources, and reduce the spread of noxious weeds. The remaining 467 miles of roads open to highway legal vehicles provide a variety of opportunities for motorized recreation. Designating these NFSRs for motorized travel provides an opportunity to prevent resource damage from user-created routes currently open to motorized travel under the 2001 Off-Highway Vehicle Forest Plan Amendment Record of Decision. (The publication of the MVUM will limit motorized access to the designated National Forest road system and motorized use of unauthorized, user-created routes will be prohibited.)

Although there is a public desire for additional motorized recreation access, opportunities for this are limited within the open road density standards for the Grizzly Bear Recovery Zone. Opening a route to motorized use would most likely require prohibiting use on a route in an adjacent area. Some opportunities were identified but would need to be addressed through a NEPA analysis.

**National Forest System Trails (NFST)**

Although the trails on Three Rivers RD are managed for hiker/pedestrian and/or pack and saddle use, many do not currently have any legal prohibition to motorized vehicles. 195 miles of NFS Trails legally open to motorcycle use lie within the grizzly bear recovery zone, elk habitat, and/or areas managed for semi-primitive non-motorized recreation (MA2). Allowing motorized use to occur would affect compliance with the IGBC guidelines and may affect compliance with Forest Plan Management Area direction for other road density standards. There are no opportunities to offer motorized recreation trails on the existing National Forest trail system.

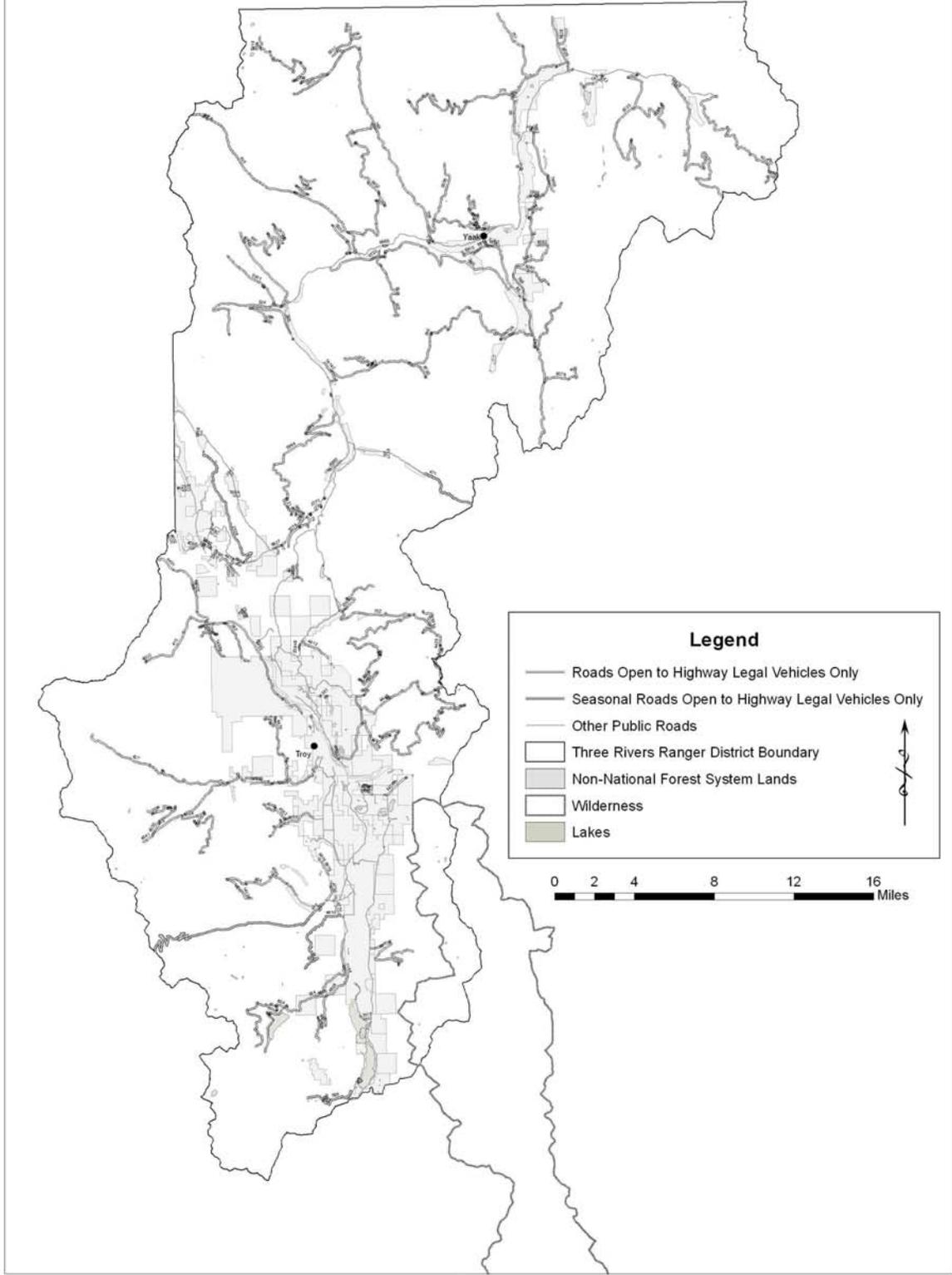
**Cross-Country Travel**

Approximately 42,000 acres of the Callahan and Keeler Creek watersheds lie within Idaho and are not covered under the OHV Amendment prohibiting motorized use off existing roads or trails. Publishing a MVUM with the existing condition would display this as an area designated for motorized cross-country travel. Much of this area lies within BMU 9 and motorized use would prevent compliance with IGBC guidelines. Additionally, regional direction states area designations should occur “only when they have natural resource characteristics that are suitable for motor vehicle use, or are so significantly altered by past actions that motor vehicle use off designated roads and trails might be appropriate” (RO Implementation Guide dated 6/30/). Neither the landtypes, nor the terrain, in the upper Callahan watershed has suitable natural resource characteristics. Nor have the acres within the Willard Estelle and Roberts IRA been significantly altered by past actions. Other opportunities to designate areas open to motorized use may exist outside the recovery zone within the vicinity of the Troy community. There is a need to address this concern through a NEPA analysis.

**Motorized Access for Dispersed Camping**

Under the OHV amendment, motorized travel for dispersed camping is allowed 300 feet off any open road. Most dispersed camping locations on the District have been mapped and are accessed via specific open routes. There are no additional opportunities to designate motorized access off open routes for dispersed camping purposes.

# MAP E: Potential Designated Motorized Route System



## **NEPA**

This travel analysis is not a decision document and will be used as an assessment for the environmental assessment in compliance with the National Environmental Policy Act (NEPA) to produce the Motor Vehicle Use Map and or individual project planning and subsequent environmental analysis. This travel analysis does not need any NEPA analysis, as it exists solely to provide information and identify potential opportunities for the analysis area. Any decisions concerning individual road, trails or areas will be made through the NEPA process.

## **Peer Review and Public Scoping**

The completed Travel Analysis Report will be distributed for internal scoping with District personnel and then forwarded to the KNF Supervisor's Office Planning Unit for review. Once finalized, this document will be available to the public upon request. It will be part of the administrative record for the MVUM environmental analysis or individual project planning

All road-related decisions regarding sub-forest scale travel analyses will be documented in the Road Management Objectives (RMO) and all Infra and GIS databases will be subsequently updated.

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
1050	YAAK CAMPGROUND	0.00	0.43	0.43	yearlong	01/01-12/31	Campground road	YES
1050A	YAAK CAMPGROUND A	0.00	0.25	0.25	yearlong	01/01-12/31	Campground road	YES
1052	YAAK R. CAMPGROUND	0.00	0.53	0.53	yearlong	01/01-12/31	Campground road	YES
1052A	YAAK R.CAMPGROUND A	0.00	0.09	0.09	yearlong	01/01-12/31	Campground road	YES
1055	NORTH FORK RUBY CR.	0.00	3.18	3.18	yearlong	01/01-12/31	Accesses popular loop road and a road used for the Hunters with A Disabililty Access Program	YES
1113	RED TOP CAMP	0.00	0.10	0.10	yearlong	01/01-12/31	Campground road	YES
1114	PETE CR CAMPGROUND	0.00	0.38	0.38	yearlong	01/01-12/31	Campground road	YES
1115	CARIBOU CR CAMP	0.00	0.03	0.03	yearlong	01/01-12/31	Campground road	YES
1117	DORR SKEELS CAMP	0.00	0.66	0.66	yearlong	01/01-12/31	Campground road	YES
1207A	HUNTS MILL RD A	0.02	0.18	0.16	yearlong	01/01-12/31	Private property access	YES
1207C	HUNTS MILL RD C	0.04	0.10	0.06	yearlong	01/01-12/31	Private property access	YES
14128	BOULDER BOTTOM	0.00	0.31	0.31	yearlong	01/01-12/31	Short portion of gated road; allows access to a road used for the Hunters with A Disabililty Access Program; dispersed camping location	YES
14140	LITTLE CR	0.00	0.55	0.55	yearlong	01/01-12/31	Private property access	YES
14309	LYNX CR FLAT	0.00	0.94	0.94	yearlong	01/01-12/31	Access road for Troy Shooting Range (Recreational Site)	YES
14312	TEEPEE FLATS	0.00	0.40	0.40	yearlong	01/01-12/31	Private property access	YES
14315	NORTH SLOPE YAAK	0.00	1.00	1.00	yearlong	01/01-12/31	Hunting/recreation access and dispersed camping.	YES
14320	SEARS FLAT	0.00	0.92	0.92	yearlong	01/01-12/31	Private property access.	YES
14324	BURNT MTN	0.00	1.38	1.38	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
14329	COUGAR JAW	1.95	2.34	0.39	yearlong	01/01-12/31	Easement through private property, better suited under special use authorization than open to all	NO
14330		0.00	0.29	0.29	yearlong	01/01-12/31	Private property access	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
14381	ALVORD LAKE	0.65	0.94	0.29	yearlong	01/01-12/31	Accesses Alvord Lake Interpretive Site and trail; Recreational fishing access	YES
14381C	ALVORD LAKE BOAT RAMP	0.00	0.06	0.06	yearlong	01/01-12/31	Recreational fishing access	YES
14397	POWER POINT	0.00	0.74	0.74	yearlong	01/01-12/31	Road in "Shannon Flats" area; currently popular area for motorized ohv recreation.	YES
14753	BULL ROAD	1.89	2.48	0.59	yearlong	01/01-12/31	Powerline access; Road in "Shannon Flats" area; currently popular area for motorized ohv recreation.	YES
14753	BULL ROAD	0.53	0.81	0.28	yearlong	01/01-12/31	Powerline access; Road in "Shannon Flats" area; currently popular area for motorized ohv recreation.	YES
14755	BREEDERS BENCH	0.00	0.64	0.64	yearlong	01/01-12/31	Powerline access; Road in "Shannon Flats" area; currently popular area for motorized ohv recreation.	YES
14755A	BREEDERS BENCH	0.00	0.43	0.43	yearlong	01/01-12/31	Powerline access; Road in "Shannon Flats" area; currently popular area for motorized ohv recreation.	YES
14756	OLD HWY 2 / SHANNON LK	0.00	1.55	1.55	yearlong	01/01-12/31	Private Property Access; Accesses Shannon Lake, Grumbauer Mtn, and Old Hwy 2 trailheads.	YES
1749		0.00	0.02	0.02	yearlong	01/01-12/31	Private property access	YES
1749A		0.31	0.71	0.40	yearlong	01/01-12/31	Private property access	YES
1999	TEPEE CR	0.00	0.17	0.17	yearlong	01/01-12/31	Short portion of gated road accessing road to Black Diamond Mine	YES
2331	TODD ROAD	0.00	0.79	0.79	yearlong	01/01-12/31	Private property access	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
2351	TEEPEE MTN	0.00	4.06	4.06	yearlong	01/01-12/31	Part of loop access up and over 4th of July Creek	YES
2355	GRIZZLEY RIDGE	0.00	0.13	0.13	yearlong	01/01-12/31	Short portion of gated road, dispersed camping/parking location.	YES
2367	ARBO CREEK	0.00	0.21	0.21	yearlong	01/01-12/31	Trailhead access and parking.	YES
2369	FISH STICK RD	0.00	0.36	0.36	yearlong	01/01-12/31	Accesses powerline corridor	YES
2370	CADILLAC	0.00	0.95	0.95	yearlong	01/01-12/31	Yaak River Access recreational; mineral exploration.	YES
2370A	CADILLAC A	0.00	0.21	0.21	yearlong	01/01-12/31	Yaak River Access recreational; mineral exploration.	YES
2372		0.00	0.12	0.12	yearlong	01/01-12/31	Dispersed camping location.	YES
2373	DOVETAIL	0.00	0.46	0.46	yearlong	01/01-12/31	Old segment of Yaak 92; Vegetatively impassable.	NO
2378	SNIPETOWN	0.00	1.37	1.37	yearlong	01/01-12/31	Yaak River Access recreational; mineral exploration.	YES
2378A	SNIPETOWN A	0.00	0.15	0.15	yearlong	01/01-12/31	Yaak River Access recreational; mineral exploration.	YES
2379		0.00	0.28	0.28	yearlong	01/01-12/31	Short road into area closed to all motorized use.	NO
2380	NORTH OBRIEN	0.00	3.14	3.14	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
2380A	NORTH O'BRIEN A	0.00	0.20	0.20	yearlong	01/01-12/31	Dispersed camping location.	YES
2381	HIDEAWAY	0.00	0.25	0.25	yearlong	01/01-12/31	Yaak River Access.	YES
2391	KEDZIE	0.00	1.32	1.32	yearlong	01/01-12/31	Short access to restricted road sytem, dispersed camp spot, parking, turn around.	YES
2392	KEYSTONE	0.00	0.23	0.23	yearlong	01/01-12/31	Private property access.	YES
2394B	KILBRENNEN LAKE B	0.00	0.46	0.46	yearlong	01/01-12/31	Old road that access unit just below main Kilbrennen Road; no know recreation use or destination.	NO

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
2394E	KILBRENNEN LAKE E	0.00	0.18	0.18	yearlong	01/01-12/31	Dispersed camping location.	YES
276	WEST FORK YAAK RIVER	0.00	2.45	2.45	yearlong	01/01-12/31	Access to Garver Lookout; Popular recreational access for hunting, berry picking, firewood gathering, several trailheads and scenic viewing.	YES
314	KATKA FACE	19.30	19.55	0.25	yearlong	01/01-12/31	Small portion of through road to Idaho.	YES
331	RABBIT O'BRIEN	0.00	20.09	20.09	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
337	BOULDER CR - BASIN CR	12.53	23.93	11.40	yearlong	01/01-12/31	Popular recreational loop access across Districts for hunting, berry picking, firewood gathering, and scenic viewing.	YES
338	PETE CR/HAWKINS	0.00	21.72	21.72	yearlong	01/01-12/31	Popular recreational for hunting, berry picking, firewood gathering, and scenic viewing. Accesss Northwest Peaks Scenic Area.	YES
338T	PETE CR/HAWKINS T	0.00	0.18	0.18	yearlong	01/01-12/31	Dispersed camping location.	YES
384	LAKE CREEK/SPAR LAKE	9.48	19.38	9.90	yearlong	01/01-12/31	Popular recreational for hunting, berry picking, firewood gathering, and scenic viewing. Only legal access to Spar Lake and Spruce Lake, Little Spar Lake, and Spar Peak trailheads.	YES
393	REDTOP CYCLONE	0.00	5.20	5.20	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
393	REDTOP CYCLONE	18.08	18.25	0.17	yearlong	01/01-12/31	Private property access.	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
394	FOURTH OF JULY	0.00	3.28	3.28	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing and private property access.	YES
3956	WHITE'S WATER	0.00	0.23	0.23	yearlong	01/01-12/31	Access for special use permit (waterline and associated maintenance).	NO
395A	PINE CREEK A	0.00	0.20	0.20	yearlong	01/01-12/31	Dispersed camping; access to Pine Creek	YES
395J	PINE CREEK J	0.00	0.18	0.18	yearlong	01/01-12/31	Short road to an old unit. No particular recreational use; not regularly maintained. Determined "not needed in Pine Travel Analysis."	NO
404	N FORK KEELER CRK	1.69	6.76	5.07	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; private property access	YES
4041	KEELER BOTTOM	0.00	0.31	0.31	yearlong	01/01-12/31	Dispersed camping location.	YES
408B	LEONIA B	0.00	0.29	0.29	yearlong	01/01-12/31	Private property access.	YES
414	SOUTH FORK CALLAHAN CR	0.00	5.20	5.20	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; Access to Smith Mountain and Smith Lake trailhead	YES
415	STAR CREEK	0.00	4.38	4.38	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
427	CALLAHAN CREEK	0.67	15.46	14.79	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; private property access	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
435	SPREAD CREEK/DEER CREEK	19.10	31.98	12.88	yearlong	01/01-12/31	across Forest boundaries (Panhandle/Kootenai) for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4401	IDAMONT	0.00	1.10	1.10	yearlong	01/01-12/31	hunting, berry picking, firewood gathering, and scenic viewing; connects to Idaho Panhandle NF road system.	YES
4402	SOUTH SIDE LEONIA	13.10	13.62	0.52	yearlong	01/01-12/31	Old access to south side via Leonia bridge. Open from Idaho.	YES
4402	SOUTH SIDE LEONIA	0.00	11.65	11.65	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; private property access; railroad access.	YES
4402E	SOUTH SIDE LEONIA E	0.00	0.46	0.46	yearlong	01/01-12/31	Road does not provide much access, heavily vegetated.	NO
4417	POWER LINE SALE SPUR	0.00	1.11	1.11	yearlong	01/01-12/31	Private property access.	YES
4429	O'BRIEN LYNX CR	0.00	6.40	6.40	yearlong	01/01-12/31	Part of popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing; Access to Pulpit and Skyline Ridge trailheads.	YES
4445	KOOTENAI MTN	0.00	23.43	23.43	yearlong	01/01-12/31	Part of popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing; Access to China Rim and Kootenai Creek trailheads; Access to King Mountain communications site.	YES
4448		0.00	0.14	0.14	yearlong	01/01-12/31	Yaak River Access; Dispersed camping.	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4448A		0.00	0.48	0.48	yearlong	01/01-12/31	Yaak River Access; Dispersed camping;	YES
4449	EMERY	0.00	0.07	0.07	yearlong	01/01-12/31	Old portion of Yaak 92; not used - vegetatively impassable.	NO
4450	TIPTOP	0.00	0.55	0.55	yearlong	01/01-12/31	Powerline access.	YES
4478	RUBY THREE MILE	4.70	6.09	1.39	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing. Access Private property. Lacking legal easement through Stimson Timberlands to complete loop, but road is currently open to use.	YES
4478	RUBY THREE MILE	0.00	4.56	4.56	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing. Access Private property. Lacking legal easement through Stimson Timberlands to complete loop, but road is currently open to use.	YES
4478C	RUBY THREE MILE C	0.32	0.51	0.19	yearlong	01/01-12/31	No legal access.	NO
4503	STAR CR. RAYMOND CR.	0.00	0.52	0.52	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4530	SMITH MTN	0.00	5.60	5.60	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; Access to Smith Mountain and Smith Lake trailhead; West Troy ROD includes opening road to the top.	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4541	GLAD CREEK	0.00	0.54	0.54	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access South Fork Callahan Creek Trail.	YES
4550	UPPER JULY CREEK	0.00	0.94	0.94	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4554	GOAT CREEK	0.00	6.70	6.70	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access Goat Creek trailhead.	YES
4555	IRON GROUSE	0.53	4.45	3.92	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access Goat Mountain Trailhead; private property access.	YES
4562	JULY CREEK	0.00	1.40	1.40	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4576	SURPRIZE LOOP	3.26	3.50	0.24	yearlong	01/01-12/31	road use/condition?	YES
4576	SURPRIZE LOOP	0.00	0.16	0.16	yearlong	01/01-12/31	road use/condition?	YES
4580	CARR DRAW	0.00	0.24	0.24	yearlong	01/01-12/31	Short portion of restricted road; dispersed camping/parking; access to road to private property.	YES
4605	OLD STANLEY	0.00	0.70	0.70	yearlong	01/01-12/31	Part of secondary access to Spar Lake; however missing legal access through Stimson lands.	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4610	MAIN THICKET (KEELER MTN RD)	0.00	0.24	0.24	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4610J	MAIN THICKET J	0.00	0.20	0.20	yearlong	01/01-12/31	Dispersed camping location.	YES
4612	OKILBRIEN	0.00	1.74	1.74	yearlong	01/01-12/31	Private property access.	YES
4612	OKILBRIEN	1.96	2.09	0.13	yearlong	01/01-12/31	Road just skims Forest Service land between two private land parcels. No legal access to this road portion; should be under special use permit.	NO
4626	STANLEY CREEK	2.33	3.41	1.08	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access to Genesis Mine. Missing legal easement across 0.06 mile segment.	YES
4626	STANLEY CREEK	3.47	7.89	4.42	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access to Genesis Mine. Missing legal easement across 0.06 mile segment.	YES
4640	SPAR WHOOPEE	0.00	5.06	5.06	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4644	WATER LINE 23	0.00	0.39	0.39	yearlong	01/01-12/31	Authorized special use for waterline.	NO
4651	LOST FORK STUDEBAKER	0.00	0.16	0.16	yearlong	01/01-12/31	Short portion of restricted road; dispersed camping/parking.	YES
470	DODGE SUMMIT	15.63	15.76	0.13	yearlong	01/01-12/31	Short portion of restricted road; dispersed camping/parking.	YES

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
472	BURNT CREEK/DUTCH CREEK	0.00	15.94	15.94	yearlong	01/01-12/31	Some private property access at both termini of road; Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing. Some comments received from Grizzly DEIS scoping asked to consider closing yearlong or seasonally for wildlife security. However, this BMU meets all open road density and core habitat standards and this is a popular recreational access route. Accesses Pleasant View/Sheepherder and Grizzly Mountain trailheads. Both have recently been upgraded for horse trailer parking through RAC dollars. However road is still quite narrow and turnaournd difficult; more appropriate to leave loop open for drive through access.	YES
472A	BURNT CREEK DUTCH CREEK A	0.00	0.56	0.56	yearlong	01/01-12/31	Private property access	YES
472X	BURNT CREEK DUTCH CREEK X	0.00	0.19	0.19	yearlong	01/01-12/31	Currently being evaluated to open this road its full length for private propery access and development.	YES
472Y	BURNT CREEK DUTCH CREEK Y	0.00	0.07	0.07	yearlong	01/01-12/31	Private property access.	YES
4735	LIME BUTTE	0.00	1.09	1.09	yearlong	01/01-12/31	Stimson timberland access.	YES
4735A	LIME BUTTE A	0.60	0.98	0.38	yearlong	01/01-12/31	No legal through access	NO
4735A	LIME BUTTE A	0.27	0.33	0.06	yearlong	01/01-12/31	No legal through access	NO

Three Rivers Ranger District Motor Vehicle Use Designation

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Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4735A	LIME BUTTE A	0.00	0.13	0.13	yearlong	01/01-12/31	No legal through access	NO
473F	KEELER CREEK RATTLE CREEK	0.18	0.50	0.32	yearlong	01/01-12/31	No legal access through private, no crossing at Keeler Creek, road is vegetatively impassable.	NO
524	MEADOW CREEK	0.00	6.70	6.70	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5812	VINAL ACCESS	0.00	0.92	0.92	yearlong	01/01-12/31	Secondary access to Vinal Lake Road NFSR 746 off Upper Ford County Road #8025; access for private property and Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5818	PORCUPINE RIDGE	6.95	7.78	0.83	yearlong	01/01-12/31	Short portion of restricted road; dispersed camping/parking.	YES
582	RUBY CREEK	0.00	2.61	2.61	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing. Access Private property. Lacking legal easement through Stimson Timberlands to complete loop, but road is currently open to use.	YES
5826	RAT CREEK	0.00	1.07	1.07	yearlong	01/01-12/31	Private property access.	YES
5828	N FK YAAK RIVER	0.00	2.52	2.52	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; private property access.	YES
5856	HENSLEY CREEK	0.00	4.48	4.48	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
5857	FRENCH GARVER	0.00	7.50	7.50	yearlong	01/01-12/31	Access to Garver Lookout; Popular recreational access for hunting, berry picking, firewood gathering, several trailheads and scenic viewing.	YES
5879	RAUSCH POINT	0.00	0.25	0.25	yearlong	01/01-12/31	Short portion of restricted road used for dispersed camping/parking.	YES
5886	HENSLEY FACE	0.00	4.01	4.01	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5892	HENSLEY HILL	0.00	4.07	4.07	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5894	JUNGLE RAMPIKE CONN	2.30	2.42	0.12	yearlong	01/01-12/31	Short portion of road used for dispersed camping/parking.	YES
5894	JUNGLE RAMPIKE CONN	0.00	1.70	1.70	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5896	RAMPIKE ROAD	0.00	0.72	0.72	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5900	JUNGLE CREEK	0.00	0.81	0.81	yearlong	01/01-12/31	Popular recreational access for hunting, dispersed camping, berry picking, firewood gathering, and scenic viewing.	YES
5902	WEST FORK YAAK BASIN	0.00	2.14	2.14	yearlong	01/01-12/31	Hunting/recreation access and dispersed camping.	YES
591	ZERO CREEK SPREAD CREEK	0.00	2.53	2.53	yearlong	01/01-12/31	popular recreational access for hunting, dispersed camping, berry picking, firewood gathering, and scenic viewing.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
5910	HAWKINS LAKE	0.00	0.94	0.94	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access for recreational fishing.	YES
5927	POWERBALL	0.00	0.78	0.78	yearlong	01/01-12/31	Powerline access.	YES
5929	PINE AWAY	0.00	0.34	0.34	yearlong	01/01-12/31	Power substation at highway; remainder of road accesses old unit in area closed yearlong to motorized use; road in bad shape.	NO
593	LONG MEADOW	0.00	12.02	12.02	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing. Private property access.	YES
5932	UPPER WHITETAIL	0.00	9.27	9.27	yearlong	01/01-12/31	Part of a popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5932B	UPPER WHITETAIL B	0.00	0.18	0.18	yearlong	01/01-12/31	Dispersed camping location.	YES
5954	MOUNT BALDY	0.00	5.07	5.07	yearlong	01/01-12/31	Access to Baldy Mountain Lookout, popular recreational access for hunting, dispersed camping, berry picking, firewood gathering, and scenic viewing.	YES
5955	LEFT SPREAD	0.00	2.49	2.49	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
5961	N FK MEADOW CR	0.00	3.93	3.93	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access North Fork Meadow Creek trailhead.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
5964B	MEADOW CR CONNECTION B	1.00	1.06	0.06	yearlong	01/01-12/31	Short portion of restricted road used for parking/turn around for North Fork Meadow Creek trailhead.	YES
5977	FOREST CREEK	0.00	0.14	0.14	yearlong	01/01-12/31	Short portion of restricted road used for dispersed camping/parking.	YES
5992	WAMPOO CREEK	0.00	1.12	1.12	yearlong	01/01-12/31	Private property access.	YES
5996	ABE LINCOLN FACE	0.00	4.30	4.30	yearlong	01/01-12/31	Part of popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
6015	GRADE CHOPPER	1.79	1.89	0.10	yearlong	01/01-12/31	Short portion of restricted road used for dispersed camping/parking.	YES
6034	HUDSON CREEK	0.00	4.25	4.25	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; Access trailhead to Mt Henry Lakes and Mt Henry Lookout.	YES
6035	SOLO JOE	0.00	9.14	9.14	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing; Access trailhead to Mt Henry Lookout.	YES
604	SPRUCE LAKE	0.00	0.96	0.96	yearlong	01/01-12/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
6043	WINDY CREEK	0.00	0.18	0.18	yearlong	01/01-12/31	Short portion of restricted road used for dispersed camping/parking.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
6061	BEAVER BROWNING	0.00	2.20	2.20	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
6061A	BEAVER BROWNING PIT	0.00	0.16	0.16	yearlong	01/01-12/31	Pit access	YES
6061B	BEAVER BROWNING B	0.00	0.08	0.08	yearlong	01/01-12/31	Private property access.	YES
6062	YODKIN CREEK	0.00	1.65	1.65	yearlong	01/01-12/31	Private property access.	YES
6064	TURNER CREEK	0.00	0.60	0.60	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Pit access.	YES
6065	FOWLER CREEK	0.00	3.34	3.34	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
6079	ZULU CR CAN CR	0.00	2.81	2.81	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access to Zulu Creek trailhead	YES
6100	INDEPENDENCE MTN	0.00	0.11	0.11	yearlong	01/01-12/31	Short portion of restricted road used for dispersed camping/parking.	YES
6108	UPPER DUTCH PIT	0.00	0.12	0.12	yearlong	01/01-12/31	Short portion of restricted road used for dispersed camping/parking. Pit access.	YES
6121	TEEPEE FACE	0.00	4.31	4.31	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
6127	CONN MULE	0.00	0.23	0.23	yearlong	01/01-12/31	Private property access.	YES
6132	RODERICK MOUNTAIN	0.00	1.35	1.35	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access trailhead to Roderick Mountain.	YES
6723	PHEASANT VIEW	0.00	0.65	0.65	yearlong	01/01-12/31	Private property access.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
68	PIPE CR S FORK YAAK	23.73	36.00	12.27	yearlong	01/01-12/31	Designated Forest Highway: Popular recreational loop access Districts for hunting, berry picking, firewood gathering, and scenic viewing and private property access.	YES
6812	SOUTH 40	0.00	0.85	0.85	yearlong	01/01-12/31	Private property access	YES
6812A	SOUTH 40 A	0.00	0.12	0.12	yearlong	01/01-12/31	Private property access	YES
6812B	SOUTH 40 B	0.00	0.31	0.31	yearlong	01/01-12/31	Private property access	YES
6814	OBERMAYER	0.00	0.87	0.87	yearlong	01/01-12/31	Private property access	YES
6815	LOWER LANG CR	0.00	0.95	0.95	yearlong	01/01-12/31	Private property access	YES
6815A		0.00	0.25	0.25	yearlong	01/01-12/31	Private property access	YES
6817	ROAD LESS	0.00	0.03	0.03	yearlong	01/01-12/31	Private property access	YES
6832		0.00	0.06	0.06	yearlong	01/01-12/31	Private property access	YES
6886	WHITETAIL CAMPGROUND	0.00	0.32	0.32	yearlong	01/01-12/31	Campground road	YES
691	CAMP CREEK	0.00	6.20	6.20	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Private property access.	YES
7148	LOWER STANLEY	0.00	1.09	1.09	yearlong	01/01-12/31	Only legal FS easement to Mt Vernon Mine road.	YES
7295	YAAK FALLS CAMPGROUND	0.00	0.30	0.30	yearlong	01/01-12/31	Campground road	YES
745	HELLROARING CREEK	0.00	4.82	4.82	yearlong	01/01-12/31	popular recreational access for hunting, dispersed camping, berry picking, firewood gathering, and scenic viewing.	YES
746	VINAL LAKE	14.57	16.14	1.57	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Private property access.	YES

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746	VINAL LAKE	0.00	10.53	10.53	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
7465	HOSKINS VIEW	0.00	0.23	0.23	yearlong	01/01-12/31	Private property access.	YES
7467	VINE HILL	0.00	0.32	0.32	yearlong	01/01-12/31	Pit access.	YES
7467A	VINE	0.00	0.22	0.22	yearlong	01/01-12/31	Private property access and dispersed camping location.	YES
746B	AURORA	0.00	1.00	1.00	yearlong	01/01-12/31	Private property access	YES
746D	VINAL LAKE D	0.00	0.13	0.13	yearlong	01/01-12/31	Portion of restricted road; used for turn around/parking to access road beyond for stock/hiker use.	YES
747	SCREW CRK	0.00	0.10	0.10	yearlong	01/01-12/31	Private property access.	YES
748	BEETLE CREEK NORTH CREEK	10.83	14.21	3.38	yearlong	01/01-12/31	Short portion of road used for dispersed camping/parking.	YES
748	BEETLE CREEK NORTH CREEK	0.00	4.22	4.22	yearlong	01/01-12/31	Part of a popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
7490	POWER LUNCH	0.00	0.57	0.57	yearlong	01/01-12/31	Powerline access	YES
7490A	POWER LUNCH A	0.00	0.25	0.25	yearlong	01/01-12/31	Short road between county road and 7490, doesn't access much. Determined "not needed" in Pine Travel Analysis.	NO
7490B	POWER LUNCH B	0.00	0.26	0.26	yearlong	01/01-12/31	Vegetatively impassable.	NO
749A	ROCKY DRAW A	0.00	0.54	0.54	yearlong	01/01-12/31	Private property access.	YES
749B	ROCKY DRAW B	0.00	0.22	0.22	yearlong	01/01-12/31	Dispersed camping location.	YES
749C	ROCKY DRAW C	0.00	0.37	0.37	yearlong	01/01-12/31	Private property access.	YES
749E	ROCKY DRAW E	0.00	0.13	0.13	yearlong	01/01-12/31	Private property access.	YES
750	PORCUPINE CREEK	0.00	0.49	0.49	yearlong	01/01-12/31	Short portion of road used for dispersed camping/parking.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
752	OBRIEN CREEK	0.00	5.95	5.95	yearlong	01/01-12/31	Part of a popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing. Private property access.	YES
757	KOO KOO CREEK BOYD CREEK	0.00	4.31	4.31	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing. Access Bonnet Top trailhead.	YES
8018	SPAR LAKE CAMP	0.00	0.31	0.31	yearlong	01/01-12/31	Campground road	YES
8018A	SPAR LK BOAT RAMP	0.00	0.13	0.13	yearlong	01/01-12/31	Campground road	YES
8022	KILBRENNEN C.G.	0.00	0.08	0.08	yearlong	01/01-12/31	Campground road	YES
8068A		0.22	0.24	0.02	yearlong	01/01-12/31	Private property access.	YES
8082		0.00	0.65	0.65	yearlong	01/01-12/31	Private property access.	YES
902	CLARK MTN	10.99	15.77	4.78	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
902	CLARK MTN	0.00	2.71	2.71	yearlong	01/01-12/31	Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
92	YAAK 92	51.46	59.83	8.37	yearlong	01/01-12/31	Designated Forest Highway: Popular recreational loop access Districts for hunting, berry picking, firewood gathering, and scenic viewing and private property access. Jurisdiction interspersed with County.	YES
92	YAAK 92	36.32	43.42	7.10	yearlong	01/01-12/31	Popular recreational loop access Districts for hunting, berry picking, firewood gathering, and scenic viewing and private property access. Jurisdiction interspersed with County.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
922		0.00	0.21	0.21	yearlong	01/01-12/31	Private property access.	YES
923		0.00	0.16	0.16	yearlong	01/01-12/31	Private property access.	YES
925	NORTH FORK PIT	0.00	0.13	0.13	yearlong	01/01-12/31	Private property access.	YES
926	BOYD HILL CEMETERY	0.00	0.09	0.09	yearlong	01/01-12/31	Access to county cemetary. There is a user created route (unmapped) that runs behind the cemetary. There have been requests for motorized access.	YES
928		0.00	0.28	0.28	yearlong	01/01-12/31	Private property access.	YES
9859		0.00	0.05	0.05	yearlong	01/01-12/31	Private property access.	YES
9859A		0.00	0.09	0.09	yearlong	01/01-12/31	Private property access.	YES
996	TROY RANGER STA RD	0.00	0.03	0.03	yearlong	01/01-12/31	Ranger Station Road	YES
996A	TROY RANGER STATION A	0.00	0.17	0.17	yearlong	01/01-12/31	Ranger Station Parking Area	YES
9975	COPPER CREEK	2.27	3.09	0.82	yearlong	01/01-12/31	Private property access; FS needs to acquire right-of-way across Stimson.	NO
9975	COPPER CREEK	2.04	2.22	33.24	yearlong	01/01-12/31	No legal access; should be under special use permit for local private land access	NO

**SEASONAL RDS**

14704	BAD MEDICINE C.G. LOOP 1	0.00	0.18	0.18	seasonal	05/01-11/30	Campground road	YES
14704A	BAD MEDICINE C.G. LOOP 2	0.00	0.19	0.19	seasonal	05/01-11/30	Campground road	YES
398	ROSS CREEK	0.99	4.31	3.32	seasonal	05/01-11/30	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4628	SOUTH FACE MT VERNON	0.00	0.28	0.28	seasonal	05/01-11/30	Dispersed camping/parking area for to south side of Mt Vernon and Spar Peak trail.	YES

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
473	KEELER CREEK RATTLE CREEK	2.02	15.23	13.21	seasonal	05/01-11/30	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
8012	BAD MEDICINE C. G.	0.00	0.41	0.41	seasonal	05/01-11/30	Campground road	YES
8012A	BAD MEDICIN C.G. A	0.00	0.07	0.07	seasonal	05/01-11/30	Campground road	YES
471	SEVENTEEN MILE CREEK	7.70	11.09	3.39	seasonal	06/01-03/31	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4602	KEELER MTN LOOKOUT	0.00	0.58	0.58	seasonal	07/01-10/14	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
4610	MAIN THICKET (KEELER MTN RD	0.24	4.65	4.41	seasonal	07/01-10/14	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
2338	COUGAR RIDGE	0.00	7.20	7.20	seasonal	07/01-11/30	Popular recreational loop access for hunting, berry picking, firewood gathering, and scenic viewing.	YES

**DECISIONS PENDING**

746	VINAL LAKE	10.53	14.57	4.04	seasonal	6/15-9/1	Popular recreational loop access closed temporarily in 1997 for habitat security during fire salvage projects. NE Yaak ROD opened seasonally beginning in 2008.	YES
7466	LOWER VINAL	0.00	0.61	0.61	yearlong	01/01-12/31	Road to be barriered following harvest under NE Yaak EIS	NO

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4530	SMITH MTN	5.60	7.89	2.29	yearlong	01/01-12/31	West Troy ROD includes opening road to trail to Smith Mountain peak at end of road. Popular recreational access for hunting, berry picking, firewood gathering, and scenic viewing.	YES
14390	SNOWSTORM ROAD	0.00	1.30	1.30	yearlong	01/01-12/31	To be decommissioned under the West Troy Record of Decision.	NO

**ROADS CURRENTLY RESTRICTED TO MOTORIZE USE WITH FOREST PLAN REVISION PUBLIC WORKGROUP ACCESS REQUESTS**

4402	SOUTH SIDE LEONIA				yearlong	NA	This 13.5 mile road is open yearlong to highway legal traffic except for 1/2 mile before a 3/4 mile segment that has been decommissioned. Engineering analysis would not need to be conducted to consider mixed use on the open portion; however poor existing sight distance and considerable residential, recreational, and other corporate use would most likely preclude this as a safe choice for mixed use.	YES (currently open portion)
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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
2376	FEEDER OBRIEN				none	NA	Lies within BMU 10 which is not yet meeting standards for core habitat, ORD or HE; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	NO
4439	KING MOUNTAIN				none	NA	A gated road that lies within BMU 10 which is not yet meeting standards for ORD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. However, illegal OHV use does occur up the powerline and ties into this road. This may be an OHV loop opportunity to consider if ORD can be balanced out within the BMU.	POTENTIAL
4419/4429E/ 4420	O'BRIEN CREEK/LYNX CREEK				none	NA	Lies within BMU 10 which is not yet meeting standards for core habitat, ORD or HE; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. NFSR 4420 was decommissioned for watershed resource protection so loop opportunity does not exist at this time.	NO

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4407	YAAK MOUNTAIN				none	NA	Road access rental lookout and private corporate lands; opening road to public would not affect compliance with IGBC requirements. Opportunity for motorized access but no loop access.	POTENTIAL
4444	FLAGSTAFF MOUNTAIN				none	NA	Lies within BMU 10 which is not yet meeting standards for core habitat, ORD or HE; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. Does not provide a loop opportunity but does reach ridgetop.	NO
4603	MADGE CREEK				none	NA	Portion of road (NFSR 4603B) that tied into NFSR 691 as a loop has been decommissioned for watershed resource protection. Additional road related concerns (sediment delivery at crossings and fill failures) may preclude this road for opening road for motorized use. Travel Analysis for this watershed lists this road as an opportunity for Intermittent Stored Service treatment and partial decommissioning.	NO

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
1055/582	NORTH FORK RUBY CR/RUBY CR				none	NA	Loop opportunities would need to include roads outside of FS jurisdiction.	NO
4554/4556	GOAT CALLAHAN/GOAT CREEK				none	NA	Lies within BMU 9; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	POTENTIAL
4555/4580	CARR DRAW/IRON GROUSE				none	NA	Lies within BMU 3; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	POTENTIAL
4530	SMITH MOUNTAIN				none	NA	Decision pending to open road to upper trailhead.	YES
4576	SUPRIZE LOOP				none	NA	Lies within BMU 3; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	POTENTIAL
4553/4553A	GROUSE FACE				none	NA	Does not provide a loop opportunity; but if access was provided other roads currently open to motorized use within BMU 3 would need to be restricted to maintain compliance with IGBC standards.	NO

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Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4514/4515/ 4503	STAR CREEK/RAYMOND CREEK				none	NA	Lies within BMU 9; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. Watershed concerns within the Raymond Creek drainage and road related sediment issues may preclude considering this as an opportunity for motorized use.	NO
604/4609/ 4620	SPRUCE MOUNTAIN/CHEER CR				none	NA	NFSR 604 was just returned to core habitat following the recent Spar Copter Timbersale and is required to remain as undisturbed habitat for a minimum of 10 years. The bridge on NFSR 4620 was removed last summer and the crossing was restored to natural dimensions for watershed resource protection. Additional road-related watershed restoration may be required in this drainage. This loop is not a feasible motorized loop opportunity at this time.	NO

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
4610	MAIN THICKET (KEELER MTN RD)				none	NA	A portion of this road is currently open to seasonal motorized use. Opening the full length may provide a motorized loop opportunity but other roads currently open to motorized use within BMU 3 would need to be restricted to maintain compliance with IGBC standards.	POTENTIAL
393	REDTOP CYCLONE				none	NA	Public request for OHV route. Lies within BMU 12 which is not yet meeting standards for HE; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	POTENTIAL
748	BEETLE CREEK/NORTH CREEK				none	NA	Lies within BMU 14; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	POTENTIAL
5821	GRUBSTAKE MOUNTAIN				none	NA	Lies within BMUs 15 and 16 which are not yet meeting standards for core habitat (and TMRD for BMU 15); other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	NO

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
6035	SOLO JOE				none	NA	Since Forest Plan Revision workgroup meetings, this road has been opened to motorized use.	YES
746	VINAL LAKE				none	NA	Decision pending to open this road seasonally for highway legal motorized use.	YES
591	ZERO CREEK/SPREAD CREEK				none	NA	Public request for OHV route. Lies within BMU 13 which is not yet meeting standards for core habitat, OMRD and ORD; crossing on Spread Creek was recently removed and stream banks recontoured to natural dimensions; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	NO
6084	LANG CREEK				none	NA	Lies within BMU 11 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. Currently within this BMU, the Long Meadows Road NFSR 593 and Burnt Dutch Road NFSR 472 currently provide approximately 43 miles of loop opportunity when tied in with Yaak Hwy 508 and the South Fork Yaak NFSR 68.	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix A:  
Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
595	COOL CREEK				none	NA	Lies within BMU 11 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. Currently within this BMU, the Long Meadows Road NFSR 593 and Burnt Dutch Road NFSR 472 currently provide approximately 43 miles of loop opportunity when tied in with Yaak Hwy 508 and the South Fork Yaak NFSR 68.	NO
902	CLARK MOUNTAIN				none	NA	Lies within BMU 11 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. Currently within this BMU, the Long Meadows Road NFSR 593 and Burnt Dutch Road NFSR 472 currently provide approximately 43 miles of loop opportunity when tied in with Yaak Hwy 508 and the South Fork Yaak NFSR 68.	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix A:  
Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
5835	LICK MOUNTAIN LOOP				none	NA	Lies within BMU 15 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity.	NO
5874	SLIM CREEK				none	NA	Lies within BMU 15 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO
5873	WAPER RIDGE				none	NA	Lies within BMU 15 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix A:  
Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
5882	LAP CREEK				none	NA	Lies within BMU 15 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. Road is currently being used for Lap It Up Timbersale; following harvest activities road is scheduled to be barriered to contribute to core habitat for a minimum of 10 years. No loop opportunity.	NO
5819	HUBBARD CREEK				none	NA	Lies within BMU 16 which is not yet meeting standards for core habitat; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO
6047	BUNKER HILL				none	NA	Lies within BMU 16 which is not yet meeting standards for core habitat; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO

Three Rivers Ranger District Motor Vehicle Use Designation

Appendix A:

Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
6062	YODKIN CREEK				none	NA	Lies within BMU 16 which is not yet meeting standards for core habitat; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO
6064	TURNER CREEK				none	NA	Lies within BMU 16 which is not yet meeting standards for core habitat; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO
6065	FOWLER CREEK				none	NA	Lies within BMU 17 which is not yet meeting standards for core habitat; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO
5857	FRENCH GARVER				yearlong/none	NA	All of 8.5 mile road is open to motorized except the last mile that access Garver Lookout.	YES (currently open portion)
?	WOOD MOUNTAIN				NA	NA	Wood Mountain is located near Grubstake Mountain and discussion for the Grubstake Road is above. No Wood Mountain Road exists in the Transportation Atlas.	NA

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix A:  
Travel Route Table: National Forest System Roads

Road No.	Road Name	BMP	EMP	Segment Length	Season Open	Dates Open to Highway Legal Motorized Vehicles	Remarks	Designate?
5824	WINDY DOG				none	NA	Lies within BMU 15 which is not yet meeting standards for core habitat and TMRD; other roads currently open to motorized use would need to be restricted to provide this road as motorized opportunity. No loop opportunity.	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix B:  
Travel Route Table: National Forest System Trails

Trail No.	Trail Name	BMP	EMP	Segment Length	TMO	Motorized Travel Management Strategy	Allowed Use (Based on Trail Width)	Designate?
148	GOAT MOUNTAIN	0.00	2.34	2.34	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
152	GOAT CREEK	0.00	3.50	3.50	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
154	SOUTH FORK CALLAHAN	0.00	3.87	3.87	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
156	SMITH LAKE	0.00	2.97	2.97	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
160	BALDY MOUNTAIN	0.00	4.04	4.04	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
<del>161</del>	<del>TURNER CREEK</del>	<del>0.00</del>	<del>4.00</del>	<del>4.00</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
169	NORTHWEST PEAK	0.00	2.34	2.34	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
<del>17</del>	<del>HENRY LAKES</del>	<del>0.00</del>	<del>3.68</del>	<del>3.68</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
170	BURKE LAKE	0.00	1.02	1.02	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
173	LOWER HAWKINS LAKE	0.00	0.27	0.27	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
<del>175</del>	<del>WOOD MOUNTAIN</del>	<del>0.00</del>	<del>3.97</del>	<del>3.97</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix B:  
Travel Route Table: National Forest System Trails

Trail No.	Trail Name	BMP	EMP	Segment Length	TMO	Motorized Travel Management Strategy	Allowed Use (Based on Trail Width)	Designate?
175A	GRUBSTAKE MOUNTAIN	0.00	0.50	0.50	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
176	WEST FORK YAAK FALLS	0.00	0.30	0.30	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
179	BALDY/BUCKHORN	0.00	5.50	5.50	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
182	GRIZZLY MOUNTAIN	0.00	8.58	8.58	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
183	UPPER HAWKINS LAKE	0.00	0.30	0.30	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
189	RODERICK MOUNTAIN	0.00	3.60	3.60	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
19	PLEASANT VIEW/SHEEPHERDER	0.00	10.87	10.87	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
193	RODERICK RIDGE/INDEPENDENCE	0.00	6.62	6.62	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
196	ARBO CREEK/WEE LAKE	0.00	5.50	5.50	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
201	PULPIT/O'BRIEN	0.00	3.00	3.00	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
202	ZULU CREEK	0.00	2.42	2.42	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix B:  
Travel Route Table: National Forest System Trails

Trail No.	Trail Name	BMP	EMP	Segment Length	TMO	Motorized Travel Management Strategy	Allowed Use (Based on Trail Width)	Designate?
205	NEWTON MOUNTAIN/CYCLONE CREEK	0.00	6.77	6.77	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
208	PINE/NEWTON	0.00	4.71	4.71	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
209	WAMPOO/NEWTON	0.00	2.00	2.00	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
218	KOOTENAI CREEK	0.00	3.85	3.85	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
220	NEWTON GULCH	0.00	3.00	3.00	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
<del>233</del>	<del>WEST FORK BASIN CREEK</del>	<del>0.00</del>	<del>2.69</del>	<del>2.69</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
262	NORTH FORK MEADOW CREEK	0.00	3.00	3.00	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
29	RED TOP/MURPHY MOUNTAIN	0.00	6.62	6.62	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
29A	RED TOP SPUR	0.00	0.10	0.10	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
323	SHANNON LAKE	0.00	0.50	0.50	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
33	MOUNT OBERMAYER	0.00	4.96	4.96	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix B:  
Travel Route Table: National Forest System Trails

Trail No.	Trail Name	BMP	EMP	Segment Length	TMO	Motorized Travel Management Strategy	Allowed Use (Based on Trail Width)	Designate?
366	PULPIT MOUNTAIN NRT	0.00	5.68	5.68	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
366A	PULPIT MOUNTAIN SPUR	0.00	0.37	0.37	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
388	DAVIS LAKE	0.00	3.20	3.20	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
407	ROBERTS MOUNTAIN	0.00	3.90	3.90	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
41	KEDZIE CREEK	0.00	2.20	2.20	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
410	CARIBOU CREEK	0.00	5.00	5.00	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
423	GROUSE LAKE	0.00	1.30	1.30	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
423A	GROUSE LAKE MARSH BYPASS	0.00	0.10	0.10	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
<del>51</del>	<del>BUNKER CREEK</del>	<del>0.00</del>	<del>7.46</del>	<del>7.46</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
<del>51A</del>	<del>BUNKER CREEK TIE</del>	<del>0.00</del>	<del>0.10</del>	<del>0.10</del>	<del>Hiker/Pedestrian</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
513	MOUNT VERNON/SPAR PEAK	0.00	4.17	4.17	Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
517	FEEDER CREEK	0.00	2.00	2.00	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
520	FEEDER MOUNTAIN	0.00	1.50	1.50	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
547	INDEPENDENCE CREEK	0.00	2.50	2.50	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix B:  
Travel Route Table: National Forest System Trails

Trail No.	Trail Name	BMP	EMP	Segment Length	TMO	Motorized Travel Management Strategy	Allowed Use (Based on Trail Width)	Designate?
548	NORTH FORK CALLAHAN/TIMBER	0.00	4.00	4.00	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
553	WEE LAKE	0.00	0.80	0.80	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
583	<del>BONNET TOP</del>	<del>2.17</del>	<del>4.20</del>	<del>2.03</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
56	<del>CARIBOU MOUNTAIN</del>	<del>0.40</del>	<del>4.90</del>	<del>4.50</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
652	GREEN CREEK	0.00	1.50	1.50	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
7	PURCELL/LOST HORSE	0.00	14.54	14.54	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
705	PROSPECT/GUNSIGHT	0.00	6.80	6.80	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
706	SKYLINE NRT (SKYLINE RIDGE)	0.00	12.00	12.00	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
706A	ARBO PEAK	0.00	0.19	0.19	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
709	PULPIT RIDGE	0.00	4.70	4.70	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO

Three Rivers Ranger District Motor Vehicle Use Designation  
Appendix B:  
Travel Route Table: National Forest System Trails

Trail No.	Trail Name	BMP	EMP	Segment Length	TMO	Motorized Travel Management Strategy	Allowed Use (Based on Trail Width)	Designate?
710	TEPEE MOUNTAIN	0.00	8.00	8.00	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
724	CANUCK	0.00	1.50	1.50	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
8	GARVER MOUNTAIN	0.00	4.30	4.30	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
8A	GARVER MOUNTAIN LOOKOUT	0.00	0.50	0.50	Hiker/Pedestrian	DISCOURAGE	MOTORCYCLE <= 50"	NO
8B	GARVER SPRING	0.00	0.62	0.62	Hiker/Pedestrian and Pack/Saddle	DISCOURAGE	MOTORCYCLE <= 50"	NO
<del>91</del>	<del>PURCELL SUMMIT NRT</del>	<del>0.00</del>	<del>8.62</del>	<del>8.62</del>	<del>Hiker/Pedestrian and Pack/Saddle</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
<del>91A</del>	<del>PURCELL SUMMIT/HENRY LAKE TIE</del>	<del>0.00</del>	<del>0.28</del>	<del>0.28</del>	<del>Hiker/Pedestrian</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>
<del>9A</del>	<del>VINAL CREEK TIE</del>	<del>0.00</del>	<del>0.05</del>	<del>0.05</del>	<del>Hiker/Pedestrian</del>	<del>DISCOURAGE</del>	<del>MOTORCYCLE &lt;= 50"</del>	<del>NO</del>

~~TRAILS WITH STRIKETHROUGH WERE ADDED TO FOREST ORDER ON 15 OCTOBER 2007 AFTER NEYAAK ROD ISSUED.  
THESE TRAILS NOW PROHIBIT ALL MOTORIZED TERRA NON-HWY VEHICLES~~

**APPENDIX C  
CURRENT FOREST ORDER FOR ROAD,  
TRAIL & AREA RESTRICTIONS**

**ORDER NUMBER D04-043-L-06**

**Kootenai National Forest  
1101 US Hwy 2 West  
Libby, MT 59923  
Forest Supervisor's Order**

Pursuant to 36 Code of Federal Regulations (CFR) 261.50 (a) and (b) the following restrictions are in effect on the Three River Ranger District, Kootenai National Forest, Lincoln County, Montana. These restrictions are in addition to those enumerated in Subpart A, Part 261, Title 36, Code of Federal Regulations, and become effective September 1, 2006 and will remain in effect until rescinded.

**A. 36 CFR 261.54 - NATIONAL FOREST SYSTEM ROADS**

**Using any type of vehicle prohibited by the order. [36 CFR 261.54.(a)]**

**Note:** For the purpose of this order, the following National Forest System Roads located on the Three Rivers Ranger District and listed in Attachment A are closed to all motorized vehicles, unless specified otherwise in Attachment A or denoted on the current Three Rivers Ranger District Travel Access Map.

**B. 36 CFR 261.55 – NATIONAL FOREST SYSTEM TRAILS**

**Using any type of vehicle prohibited by the order. [36 CFR 261.55(b)]**

**Note:** For the purpose of this order, the following National Forest System Trails located on the Three Rivers Ranger District are closed to all motorized vehicles, unless specified otherwise in Attachment B or denoted on the current Three Rivers Road Travel Access Map.

**C. 36 CFR 261.56 – USE OF VEHICLES OFF NATIONAL FOREST SYSTEM ROADS**

**When provided by an order, it is prohibited to possess or use a vehicle off National Forest System Roads. [36 CFR 261.56]**

**Note:** For the purpose of this order, the following areas located on the Three Rivers Ranger District are closed to all motorized vehicles off of National Forest System Roads, unless specified otherwise in Attachment C or denoted on the Three Rivers Ranger District Travel Access Map.

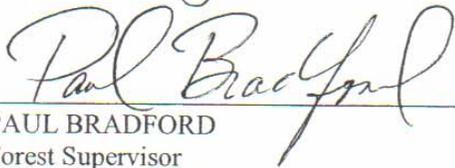
**A list of the roads (Attachment A), trails (Attachment B), and area closures (Attachment C), with the closure date codes denoting the time period closed and type of vehicle restrictions is attached and hereby made part of this Order. These restrictions are further described and defined on the current Three Rivers District Travel Access Map hereby made part of this Order.**

Exemptions:

Pursuant to 36 CFR 261.50(e) the following persons are exempt from this order:

1. Persons with a permit authorizing the otherwise prohibited restriction.
2. Any Federal, State, or local officer, or member of an organized rescue or firefighting force in the performance of an official duty.

Done at Libby, Montana, this 23<sup>rd</sup> day of August, 2006

  
\_\_\_\_\_  
PAUL BRADFORD  
Forest Supervisor  
Kootenai National Forest

**PENALTY:** Violations of these prohibitions are punishable by a fine of not more than \$5,000. for an individual or \$10,000. for an organization, or imprisonment for not more than six (6) months or both. [16 USC 551, and 18 USC 3559 and 3571]

**NOTIFICATION:** A copy of this Order shall be posted as prescribed under 36 CFR 261.51.

**ATTACHMENT A**

**FOR**

**ORDER NUMBER D04-043-L-06**

**THREE RIVERS RANGER DISTRICT  
KOOTENAI NATIONAL FOREST**

<b>ROAD NUMBER</b>	<b>NAME</b>	<b>MAP CODE</b>
276	WEST FORK YAAK RIVER	09
276 A	WEST FORK YAAK A	09
276 B	WEST FORK YAAK B	09
276 D	WEST FORK YAAK D	09
276 P	WEST FORK YAAK P	09
331 F	RABBIT OBRIEN F	09
331 H	RABBIT OBRIEN H	09
331 J	RABBIT O'BRIEN J	09
337 X	BOULDER CREEK X	09
338 G	PETE CREEK G	09
338 J	PETE CR/HAWKINS J	09
338 K	PETE CREEK K	09
338 L	PETE CREEK L	09
338 M	PETE CR/HAWKINS M	09
338 N	PETE CR/HAWKINS N	09
338 P	PETE CR/HAWKINS P	09
338 Q	PETE CR/HAWKINS Q	09
338 R	PETE CR/HAWKINS R	09
338 S	PETE CR/HAWKINS S	09
338 T	PETE CR/HAWKINS T	09
338 U	PETE CR/HAWKINS U	09
338 X	PETE CR/HAWKINS X	09
338 Y	PETE CR/HAWKINS Y	09
384	LAKE CREEK/SPAR LAKE	09
384 D	LAKE CREEK/SPAR LAKE	09
384 E	LAKE CREEK/SPAR LAKE	09
393	REDTOP CYCLONE	09
393 R	REDTOP CYCLONE R	09
394	FOURTH OF JULY	09
394 B	FOURTH OF JULY B	09
395 A	PINE CREEK A	05
395 B	PINE CREEK B	05

397	PORK BELLY	05
398	ROSS CREEK	03
404	N FORK KEELER CRK	09
404 A	N FORK KEELER CRK A	09
404 B	N FORK KEELER CRK B	09
404 C	N FORK KEELER CRK C	09
404 D	N FORK KEELER CRK D	09
408 A	BEATER	09
408 B	LEONIA B	09
414 A	SOUTH FORK CALLAHAN	09
414 B	SOUTH FORK CALLAHAN	09
415	STAR CREEK	09
415 B	STAR CREEK B	09
415 C	STAR CREEK C	09
427	CALLAHAN CREEK	09
427 A	CALLAHAN CREEK A	09
427 B	CALLAHAN CREEK B	09
427 C	CALLAHAN CREEK C	09
435 A	SPREAD CREEK DEER CR	09
435 B	Z-WAY	09
435 C		09
435 D		09
435 M	SPREAD CREEK DEER CR	09
435 N	SPREAD CREEK DEER CR	09
435 P	SPREAD CREEK DEER CR	09
435 Q	SPREAD CREEK DEER CR	09
435 R	SPREAD CREEK DEER CR	09
470	DODGE SUMMIT	09
470 D	DODGE SUMMIT D	09
471	SEVENTEEN MILE CREEK	07
472 A	BURNT CREEK DUTCH CR A	09
472 C	BURNT CREEK DUTCH CR C	09
472 D	BURNT CREEK DUTCH CR D	09
472 E	BURNT CREEK DUTCH CR E	09
472 F	BURNT CREEK DUTCH CR F	09
472 X	BURNT CREEK DUTCH CR X	09
472 Z	BURNT CREEK DUTCH CR Z	09
473	KEELER CREEK RATTLE	08
473 A	KEELER CREEK RATTLE A	09
473 F	KEELER CREEK RATTLE F	09
523	MIDDLE WEST FORK YAAK	09
523 A	MIDDLE WEST FORK YAAK	09
523 B	MIDDLE WEST FORK YAAK	09

524		MEADOW CREEK	09
524	A	MEADOW CREEK A	09
524	B	MEADOW CREEK B	09
524	C	MEADOW CREEK C	09
524	D	MEADOW CREEK D	09
582		RUBY CREEK	09
582	A	RUBY CREEK A	09
582	B	RUBY CREEK B	09
582	D	RUBY CREEK D	09
582	G	RUBY CREEK E	09
582	H	RUBY CREEK H	09
591		ZERO CREEK SPREAD CR	09
591	B	ZERO CREEK SPREAD CR	09
591	C	ZERO CREEK SPREAD CR	09
593	M	LONG MEADOW M	09
593	N	LONG MEADOW N	09
593	P	LONG MEADOW P	09
593	Q	LONG MEADOW Q	09
593	R	LONG MEADOW R	09
595		COOL CREEK	09
604		SPRUCE LAKE	09
604	A	SPRUCE LAKE A	09
604	B	SPRUCE LAKE B	09
604	C	SPRUCE LAKE C	09
604	D	SPRUCE LAKE D	09
604	E	SPRUCE LAKE E	09
604	G	SPRUCE LAKE G	09
691		CAMP CREEK	09
691	A	CAMP CREEK A	09
691	B	CAMP CREEK B	05
691	C	CAMP CREEK C	09
691	D	CAMP CREEK D	09
691	E	CAMP CREEK E	09
691	F	CAMP CREEK F	09
745		HELLROARING CREEK	09
746		VINAL LAKE	05
746	A	VINAL LAKE A	05
746	B	AURORA	05
746	E	VINAL LAKE E	05
747		SCREW CRK	09
747	A	SCREW CRK A	09
748		BEETLE CREEK NORTH C	09
748	A	BEETLE CREEK NORTH C	09

748	B	BEETLE CREEK NORTH C	09
748	C	BEETLE CREEK NORTH C	09
748	D	BEETLE CREEK NORTH C	09
748	E	BEETLE CREEK NORTH C	09
748	F	BEETLE CREEK NORTH C	09
748	M	BEETLE CREEK NORTH C	09
749		ROCKY DRAW	05
749	F	ROCKY DRAW F	05
750		PORCUPINE CREEK	09
752		OBRIEN CREEK	09
757		KOO KOO CREEK BOYD C	09
757	A	KOO KOO CREEK BOYD C	05
757	N	KOO KOO CREEK BOYD C	09
757	P	KOO KOO CREEK BOYD C	09
878		SOUTH FORK YAAK FACE	09
878	A	SOUTH FORK YAAK FACE A	09
902		CLARK MTN	09
902	A	CLARK MTN A	09
902	B	CLARK MTN B	09
902	D	CLARK MTN D	09
902	E	CLARK MTN E	09
902	F	CLARK MTN F	09
902	G	CLARK MTN G	09
902	H	CLARK MTN H	09
902	T	CLARK MTN T	09
902	U	CLARK MTN U	09
902	V	CLARK MTN V	09
902	W	CLARK MTN W	09
902	X	CLARK MTN X	09
902	Y	CLARK MTN Y	09
902	Z	CLARK MTN Z	05
903		CREEPY CRAWLER	09
903	A	CREEPY CRAWLER A	09
903	B	CREEPY CRAWLER B	09
903	C	CREEPY CRAWLER C	09
904			09
904	A		09
905			09
905	A		09
921			05
924		LICKITY SPLIT	05
1053			09
1053	B		09

1055		NORTH FORK RUBY CR.	09
1055	F	NORTH FORK RUBY F	09
1055	G	NORTH FORK RUBY G	09
1055	H	NORTH FORK RUBY H	09
1055	I	NORTH FORK RUBY CR I	09
1056			09
1057			09
1114		PETE CR CAMPGROUND	10
1117		DORR SKEELS CAMPGROUND	10
1520			09
1520	A		09
1999		TEPEE CR	05
1999	A	TEPEE CR. A	05
1999	C	TEPEE CR. C	05
1999	D	TEPEE CR D	05
2201		PONY MTN	05
2201	D	PONY MTN D	05
2202		PONY MTN	05
2202	A	PONY MTN A	05
2318		KINGSLEY CREEK	05
2318	A	KINGSLEY CREEK A	05
2318	B	KINGSLEY CREEK B	05
2335		COUGAR VIEW	05
2335	A	COUGAR VIEW A	05
2336		ROCKY CREEK	05
2336	B	SNAKE BOLT	05
2338		COUGAR RIDGE	12
2338		COUGAR RIDGE	05
2338	A	COUGAR RIDGE A	05
2338	G	COUGAR RIDGE G	05
2338	H	COUGAR RIDGE H	05
2338	I	COUGAR RIDGE I	05
2338	J	COUGAR RIDGE J	05
2338	K	COUGAR RIDGE K	05
2338	L	COUGAR RIDGE L	05
2343		HOISINGTON	05
2343	A	HOISINGTON A	05
2343	E	HOISINGTON E	05
2343	F	HOISINGTON F	05
2351		TEEPEE MTN	05
2351	A	TEEPEE MTN. A	05
2351	D	TEEPEE MTN. D	05
2351	E	TEEPEE MTN. E	05

2355		GRIZZLEY RIDGE	09
2355	A	GRIZZLEY RIDGE A	09
2356		TEEPEE FERREL	05
2357		TEEPEE SPRINGS	05
2357	A	TEEPEE SPRINGS A	05
2365		PROSPECT CR	05
2365	A	PROSPECT CR A	05
2369		FISH STICK RD	05
2369	A	FISH STICK A	05
2371		FERREL CR LOOP	05
2371	A	FERREL CR LOOP A	05
2371	B	FERREL CR LOOP B	05
2371	C	WEASEL WAY	05
2373	A	DOVETAIL A	05
2374		GRIZZLEY DRAW	09
2374	A	GRIZZLEY DRAW A	09
2374	B	GRIZZLEY DRAW B	09
2374	C	GRIZZLEY DRAW A	09
2375			09
2375	A		09
2376		FEEDER O'BRIEN	09
2376	A	FEEDER O'BRIEN A	09
2376	B	FEEDER O'BRIEN B	09
2376	C	FEEDER O'BRIEN C	09
2377		GRIZZLY RIDGE E	09
2380		NORTH O'BRIEN	09
2380	A	NORTH O'BRIEN A	09
2380	B	NORTH O'BRIEN B	09
2384		OBERHOFER	09
2384	A	OBERHOFFER A	09
2391	A	KEDZIE A	09
2392		KEYSTONE	09
2392	A	KEYSTONE A	09
2393			05
2394	A	KILBRENNEN LAKE A	05
2394	C	KILBRENNEN LAKE C	09
3102			09
3370		BASIN YAAK	09
3373		YELLOW BRICK	09
3374			09
3375		EAST BASIN	09
3379		ZWITTERION	09
3379	A	ZWITTERION A	09

3380		ZWICKAU	09
3380	A	ZWICKAU A	09
3381			09
3381	A		09
3382		COUGAR FLAT	09
3382	A	COUGAR FLAT A	09
3383		EAST FORK BASIN	09
3384		HUDSON BOULDER	09
3386			09
3386	A		09
3387			09
3388			09
3388	A		09
3389			09
3941		TWIN PEAKS	09
3941	A	TWIN PEAKS A	09
3941	B	TWIN PEAKS B	09
3941	C	TWIN PEAKS C	09
3941	D	TWIN PEAKS D	09
3941	E	TWIN PEAKS E	09
3941	F	TWIN PEAKS F	09
3941	G	TWIN PEAKS G	09
3942		HIGH PEAK	09
3942	A	HIGH PEAK-A	09
3944			09
3945		JULY FLAT	09
3945	A	JULY FLAT A	09
3945	B	JULY FLAT B	09
3946			09
3946	A		09
3950		TARNATION	05
3950	A	RODAN - A	05
3951			05
3951	A		05
3952			05
3952	A		05
3953		MJELDE'S LANE	05
3954		RODAN	05
3955		GRIM REAPER	05
3957		DINKY DO	05
3957	A	DINKY DO A	05
4040		GROUSE NOSE	09
4040	A		09

4041		KEELER BOTTOM	09
4042			09
4043		CHURCH	09
4140			09
4140	A		09
4275			05
4401		IDAMONT	09
4401	D	IDAMONT D	09
4401	E	IDAMONT E	09
4402		SOUTH SIDE LEONIA	09
4402	B	SOUTH SIDE LEONIA B	09
4402	C	SOUTH SIDE LEONIA C	09
4402	E	SOUTH SIDE LEONIA E	09
4402	G	SOUTH SIDE LEONIA G	09
4403		UPPER LOGAN CREEK	09
4403	A	UPPER LOGAN CREEK A	09
4403	B	UPPER LOGAN CREEK B	09
4403	C	UPPER LOGAN CREEK C	09
4406			09
4407		YAAK MTN LOOKOUT	09
4407	B	YAAK MTN LOOKOUT B	09
4407	C	YAAK MTN LOOKOUT C	09
4407	D	YAAK MTN LOOKOUT D	09
4408		YACKETY-YAAK	09
4413		EMERSON CREEK	09
4413	A	EMERSON CREEK A	09
4416		MIDDLE NOSEEUM	09
4416	B	MIDDLE NOSEEUM B	09
4417	B	POWER LINE SALE SPUR	05
4417	C	POWER LINE SALE SPUR	05
4418		LOGAN CREEK	09
4418	A	LOGAN CREEK A	09
4418	B	LOGAN CREEK B	09
4418	C	LOGAN CREEK C	09
4418	D	LOGAN CREEK D	09
4419		SOUTH FK OBRIEN	09
4419	B	SOUTH FK O'BRIEN B	09
4425		UPPER RABBIT CR	09
4425	A	UPPER RABBIT A	09
4428			09
4428	A		09
4428	B		09
4429	C	O'BRIEN LYNX CR. C	09

4429	E	O'BRIEN LYNX CR. E	09
4433		NORTH FORK LYNX	09
4433	A	NORTH FORK LYNX A	09
4433	B	NORTH FORK LYNX B	09
4434		LONG MTN	09
4434	A	LONG MTN A	09
4434	B	LONG MT. -B	09
4434	C	LONG MT. -C	09
4438		-10 AND COUNTING	05
4438	A	-10 AND COUNTING A	05
4439		KING MTN	09
4439	H	KING MTN H	09
4439	I	KING MTN I	09
4439	J	KING MTN J	09
4443		LOWER FLAGSTAFF	09
4443	A	LOWER FLAGSTAFF A	09
4444		FLAGSTAFF MTN	09
4444	A	FLAGSTAFF MTN. A	09
4445	A	KOOTENAI MTN. A	09
4445	B	KOOTENAI MTN. B	09
4445	G	KOOTENAI MTN G	09
4445	H	KOOTENAI MTN. H	09
4445	K	KOOTENAI MTN K	09
4445	N	KOOTENAI MTN N	09
4445	Z	KOOTENAI MTN. Z	09
4446			05
4446	A		05
4446	B		05
4446	C		05
4446	D		05
4447		OLD EAST SIDE	05
4447	C	OLD EAST SIDE C	05
4452		BLACK HOLE	05
4452	A	BLACK HOLE A	05
4452	B	BLACK HOLE B	05
4452	C	BLACK HOLE C	05
4454		HILLTOP	05
4455		DOWN CREEK	09
4455	A	DOWN CREEK A	09
4455	B	DOWN CREEK B	09
4455	C	DOWN CREEK C	09
4458			05
4458	A		05

4474		DUWHATNOW	05
4474	A	DUWHATNOW-A	05
4475		HOOVERVILLE	05
4476		TROY OVERLOOK	05
4479		BLACKBEAR ROAD	09
4501		IDAMONT CREEK	09
4501	A	IDAMONT CREEK A	09
4501	B	IDAMONT CREEK B	09
4502		NORTH RAYMOND	09
4502	A	NORTH RAYMOND A	09
4503		STAR CR. RAYMOND CR.	09
4504		CABIN CREEK	09
4504	A	CABIN CREEK A	09
4504	B	CABIN CREEK B	09
4504	D	CABIN CREEK D	09
4504	E	CABIN CREEK E	09
4504	F	CABIN CREEK F	09
4504	G	CABIN CREEK G	09
4505		HALVERSON CLIFF	09
4506		BENNING CR	09
4507		LOWER BENNING	09
4508			09
4509		NORTH BENNING CREEK	09
4510		BEAR MTN	09
4510	A	BEAR MTN A	09
4512			09
4512	A		09
4513			09
4514			09
4515			09
4516			09
4517			09
4518			09
4519			09
4519	A		09
4520			09
4521		SMITH CABIN	09
4522			09
4530		SMITH MTN	09
4530	A	SMITH MTN A	09
4530	B	SMITH MTN B	09
4541		GLAD CREEK	09
4541	A	GLAD CREEK A	09

4541	B	GLAD CR. -B	09
4542		LOWER WEST FORK KEEL	09
4543		KEELER PONY	09
4544			09
4544	A		09
4545		WEST FORK KEELER	09
4545	A	WEST FORK KEELER A	09
4546		ROCK HEAD	09
4547		KEELER BOTTOM	09
4550		UPPER JULY CREEK	09
4550	C	UPPER JULY CREEK C	09
4550	D	UPPER JULY CREEK A	09
4551		MT VERNON	05
4552			09
4552	A		09
4553		GROUSE FACE	09
4553	A	GROUSE VIEW A	09
4555		IRON GROUSE	09
4555	B	IRON GROUSE B	09
4555	D	IRON GROUSE D	09
4556		GOAT CALLAHAN	09
4556	A	GOAT CALLAHAN A	09
4556	E	GOAT CALLAHAN E	09
4557		SURVEY MT.	09
4557	A	SURVEY MT. -A	09
4557	B	SURVEY MT. -B	09
4557	C	SURVEY MT. -C	09
4557	D	SURVEY MT. -D	09
4557	E	SURVEY MT. -E	09
4557	F	SURVEY MT. -F	09
4557	G	SURVEY MT. -G	09
4557	H	SURVEY MT. -H	09
4558		KELSEY CR	09
4558	A	KELSEY CR A	09
4558	B	KELSEY CREEK -B	09
4559		LONG MTN SALVAGE	09
4562		JULY CREEK	09
4562	A	JULY CREEK A	09
4562	B	JULY CREEK B	09
4571			09
4576		SURPRIZE LOOP	09
4576	A	SURPRIZE LOOP A	09
4580		CARR DRAW	09

4580	B	CARR DRAW B	09
4580	C	CARR DRAW C	09
4580	D	CARR DRAW D	09
4580	F	CARR DRAW F	09
4580	F	CARR DRAW F	09
4580	H	CARR DRAW H	09
4602		KEELER MTN LOOKOUT	12
4602		KEELER MTN LOOKOUT	09
4602	E	KEELER MTN LOOKOUT E	09
4602	F	KEELER MTN LOOKOUT F	09
4603		MADGE CREEK	09
4603	A	MADGE CREEK A	09
4603	C	MADGE CREEK C	09
4603	D	MADGE CREEK D	09
4607		COYOTE FLATS	05
4607	A	COYOTE FLATS A	05
4607	B	COYOTE FLATS B	05
4607	C	COYOTE FLATS C	05
4607	D	COYOTE FLATS D	05
4607	E	COYOTE FLATS E	05
4608		SKOOKUM	09
4609			09
4610		MAIN THICKET (KEELER MTN RD)	02
4610		MAIN THICKET (KEELER MTN RD)	09
4610	A	MAIN THICKET A	09
4610	B	MAIN THICKET B	09
4610	C	MAIN THICKET C	09
4610	D	MAIN THICKET D	09
4610	E	MAIN THICKET E	09
4610	G	MAIN THICKET G	09
4610	H	MAIN THICKET H	09
4611		UPPER SPAR	09
4611	A	UPPER SPAR A	09
4612	B	OKILBRIEN B	05
4616		UPPER MAIN THICKET	09
4617		BLADE RUNNER	05
4617	B	BLADE RUNNER B	05
4618		THREE MILE	09
4618	A	THREE MILE A	09
4618	B	THREEMILE B	09
4619		RUBY STAR OVERVIEW	09
4619	A	RUBY STAR OVERVIEW A	09
4620		CHEER CREEK	09

4620	C	CHEER CREEK C	09
4621		TAYLOR PEAK	09
4622		RUBY ROBERTS	09
4622	A	RUBY ROBERTS A	09
4623		UPPER WHOOPEE	09
4623	A	UPPER WHOOPEE A	09
4624		KLESDEB	05
4625		NORTH SHORE	09
4625	A	NORTH SHORE A	09
4625	B	NORTH SHORE B	09
4626		STANLEY CREEK	05
4626	A	STANLEY CREEK A	05
4626	B	STANLEY CREEK B	05
4626	C	STANLEY CREEK C	05
4626	D	STANLEY CREEK D	05
4626	E	STANLEY CREEK E	05
4626	F	STANLEY CREEK F	05
4626	G	STANLEY CREEK G	05
4626	H	STANLEY CREEK H	05
4627		STANLEY PEAK	09
4627	A	STANLEY PEAK A	09
4628		SOUTH FACE MT VERNON	05
4628	A	SOUTH FACE MT VERNON	05
4628	B	SOUTH FACE MT VERNON	05
4628	C	SOUTH FACE MT VERNON	05
4628	D	SOUTH FACE MT VERNON	05
4629		ROSS STANLEY DIVIDE	05
4630		TWILIGHT POOCH	05
4630	A	TWILIGHT POOCH A	05
4630	B	TWILIGHT POOCH B	05
4630	C	TWILIGHT POOCH C	05
4631		EAST SHORE SPAR LAKE	09
4634			09
4634	A		09
4635		SPRUCE HIATT	09
4637			09
4639			09
4639	A		09
4640	E	SPAR WHOOPEE E	09
4641		SOUTH SIDE KEELER	09
4641	A	SOUTH SIDE KEELER A	09
4643		GEEZER	09
4643	A	GEEZER A	09

4645		BEAR SCAT	05
4648		CREEPY	05
4650			09
4650	A		09
4651		LOST FORK STUDEBAKER	09
4651	A	LOST FORK STUDEBAKER	09
4651	B	LOST FORK STUDEBAKER	09
4651	C	LOST FORK STUDEBAKER	09
4651	D	LOST FORK STUDEBAKER	09
4722			09
4902		LIME CREEK	09
4902	A	LIME CREEK A	09
4902	B	LIME CREEK B	09
4999		GARVER CREEK	09
4999	A	GARVER CREEK A	09
4999	B	GARVER CREEK A	09
5800		CARIBOU CR	09
5806		MAX CREEK	09
5807		CARIBOU GOLD	09
5807	A	CARIBOU GOLD A	09
5807	B	CARIBOU GOLD B	09
5808		LIME CREEK	09
5808	B	LIME CREEK B	09
5808	G	LIME CREEK G	09
5808	H	LIME CREEK H	09
5808	J	LIME CREEK J	09
5809		UPPER CARIBOU	09
5809	A	UPPER CARIBOU A	09
5809	B	UPPER CARIBOU B	09
5811		EAST CARIBOU CREEK	09
5811	A	EAST CARIBOU CREEK A	09
5814		SINK CREEK FLAT	09
5814	A	SINK CREEK FLAT A	09
5815		PORCUPINE BASIN	09
5816		EAST BLACKTAIL	09
5816	A	EAST BLACKTAIL A	09
5817			09
5818		PORCUPINE RIDGE	09
5818	A	PORCUPINE RIDGE A	09
5818	B	PORCUPINE RIDGE B	09
5819		HUBBARD CR.	09
5819	A	HUBBARD CR. A	09
5819	C	HUBBARD CR. C	09

5819	D	HUBBARD CR. D	09
5820			09
5820	A		09
5821		GRUBSTAKE	09
5821	A	GRUBSTAKE A	09
5821	B	GRUBSTAKE B	09
5821	C	GRUBSTAKE EAST	09
5821	D	GRUBSTAKE D	09
5821	E	GRUBSTAKE E	09
5821	F	GRUBSTAKE F	09
5821	G	GRUBSTAKE G	09
5821	H	GRUBSTAKE H	09
5822		UPPER HELLROARING	09
5822	A	UPPER HELLROARING A	09
5823		HELLROARING ROCK	09
5824		WINDY DOG	05
5825		WOOD CREEK	05
5825	A	WOOD CR A	05
5825	B	WOOD CR B	05
5826		RAT CREEK	05
5826	A	RAT CR A	05
5826	B	RAT CR B	05
5826	D	RAT CREEK -D	05
5827		BALDY CREEK	09
5827	C	BALDY CREEK C	09
5827	D	BALDY CREEK D	09
5829		HELLROARING SPRING	09
5830			09
5831			09
5831	A		09
5831	B		09
5832			09
5833			09
5834			09
5834	A		09
5835		LICK MTN LOOP	05
5835		LICK MTN LOOP	09
5835	A	LICK MTN LOOP A	05
5835	B	LICK MTN LOOP B	05
5835	C	LICK MTN LOOP C	05
5835	G	LICK MTN LOOP G	09
5835	H	LICK MTN LOOP H	09
5835	I		09

5837		SINK VIEW	09
5837	B	LITTLE KOO KOO	09
5838		KOO KOO VIEW	05
5839		LOWER SINK CR	09
5840		BENEFIELD	09
5840	A	BENEFIELD A	09
5840	B	BENEFIELD B	09
5840	C	BENEFIELD C	09
5841		UPPER SINK CR.	09
5842		LOOBY	09
5842	A	LOOBY A	09
5843		MOODY	09
5843	A	MOODY A	09
5844			09
5844	A		09
5846		PACKTRAIL	09
5846	A	PACKFLAT	09
5847		LICK MTN	09
5848			09
5848	A		09
5848	B		09
5850			09
5851			09
5852			09
5854		UPPER FRENCH	09
5856		HENSLEY CREEK	09
5856	A	HENSLEY CREEK A	05
5856	B	HENSLEY CREEK B	05
5856	C	HENSLEY CREEK C	05
5856	D	HENSLEY CREEK D	09
5856	E	HENSLEY CREEK E	05
5856	F	HENSLEY CREEK F	09
5856	G	HENSLEY CREEK G	09
5856	H	HENSLEY CREEK H	09
5856	I	HENSLEY CREEK I	09
5856	J	HENSLEY CREEK J	09
5856	L	HENSLEY CREEK L	09
5857		FRENCH GARVER	09
5857	C	FRENCH GARVER C	09
5857	D	FRENCH GARVER D	09
5857	F	FRENCH GARVER F	09
5857	G	FRENCH GARVER G	09
5857	I	FRENCH GARVER I	09

5857	L	FRENCH GARVER L	09
5858		HENSLEY CREEK LOOP	05
5859		WOODCHUCK	09
5859	A	WOODCHUCK A	09
5859	B	WOODCHUCK B	09
5859	C	WOODCHUCK C	09
5860			09
5860	A		09
5860	B		09
5861		WATERLOO	09
5862		LIME CREEK LOOP	09
5863			09
5870			05
5871			09
5872			09
5872	A		09
5873		WAPER RIDGE	09
5873	B	WAPER RIDGE B	09
5873	E	WAPER RIDGE E	09
5874		SLIM CREEK	09
5874	A	SLIM CREEK A	05
5874	B	SLIM CREEK B	09
5874	C	SLIM CREEK C	09
5874	D	SLIM CREEK D	09
5874	E	SLIM CREEK E	09
5874	G	SLIM CREEK G	09
5874	H	SLIM CREEK H	05
5875		BLUE HILL	05
5875	A	BLUE HILL A	05
5875	B	BLUE HILL B	05
5876		NORTH WAPER	09
5876	A	NORTH WAPER A	09
5877		LOWER SLIM	09
5877	C	LOWER SLIM C	09
5879		RAUSCH POINT	05
5879	A	RAUSCH POINT A	05
5879	B	RAUSCH POINT B	05
5879	C	RAUSCH POINT C	05
5879	D	RAUSCH POINT D	05
5879	E	RAUSCH POINT E	05
5879	F	RAUSCH POINT F	05
5879	G	RAUSCH POINT G	05
5881		XYSTER	09

5882		LAP CREEK	09
5882	A	LAP CREEK A	09
5882	B	LAP CREEK B	09
5882	C	LAP CREEK C	09
5882	D	LAP CREEK D	05
5882	E	LAP CREEK E	09
5882	F	LAP CREEK F	05
5882	G	LAP CREEK G	09
5882	H	LAP DRAW	09
5883		WAPER CR	05
5883	A	WAPER CREEK A	05
5883	C	WAPER CREEK C	05
5883	E	WAPER CREEK E	05
5885		SPAROID	05
5886	A	HENSLEY FACE A	05
5886	B	HENSLEY FACE B	05
5886	E	HENSLEY FACE E	05
5886	H	HENSLEY FACE H	05
5887			05
5887	A		05
5888		ORB	09
5888	A	ORB A	09
5888	B	ORB B	09
5888	C	ORB C	09
5888	D	ORB D	09
5889		BULLMOOSE	09
5889	A	BULLMOOSE A	09
5890		GUN CLUB	05
5891		GUN CLUB	05
5894		JUNGLE RAMPIKE CONN	09
5895			09
5895	A		09
5896		RAMPIKE ROAD	09
5896	B	RAMPIKE ROAD B	09
5897		RAMPIE	09
5897	A	RAMPIE A	09
5900		JUNGLE CREEK	09
5900	A	JUNGLE CREEK A	09
5900	D	JUNGLE CREEK D	09
5901		BRITISH GRUBSTAKE	09
5901	A	BRITISH GRUBSTAKE A	09
5902		WEST FORK YAAK BASIN	09
5903		GRUBSTAKE SUMMIT	09

5903	A	GRUBSTAKE SUMMIT A	09
5904		GRUBSTAKE BENCH	09
5905		WOOD SADDLE	09
5905	A	WOOD SADDLE A	09
5906			09
5907			09
5907	A		09
5908		UPPER WEST FK YAAK	09
5909		PINE CREEK PIT	09
5911			09
5911	A		09
5912			09
5912	A		09
5913			09
5913	A		09
5913	B		09
5913	C		09
5913	D		09
5914		DAVIS CREEK	09
5914	A	DAVIS CREEK A	09
5915			09
5915	A		09
5917			09
5918		MOSQUITO CR	09
5919		WEST SIDE PETE CREEK	09
5919	A	WEST SIDE PETE CREEK	09
5919	B	WEST SIDE PETE CREEK	09
5919	C	WEST SIDE PETE CREEK	09
5919	D	WEST SIDE PETE CREEK	09
5921		BEETLE	09
5921	A	BEETLE A	09
5921	B	BEETLE B	09
5924		NORTH CR CONNECTION	09
5926		BLACK TOP	09
5926	B	BLACK TOP B	09
5928		LARGE CREEK	09
5928	A	LARGE CREEK A	09
5928	B	LARGE CREEK B	09
5928	C	LARGE CREEK C	09
5928	D	LARGE CREEK D	09
5930			09
5930	A		09
5932	A	UPPER WHITETAIL A	09

5932	C	UPPER WHITETAIL C	09
5932	D	UPPER WHITETAIL D	09
5932	E	UPPER WHITETAIL E	09
5932	F	UPPER WHITETAIL F	09
5932	G	UPPER WHITETAIL G	09
5932	H	UPPER WHITETAIL H	09
5932	J	UPPER WHITETAIL J	09
5941			09
5942		DODGE FACE	09
5944		WINDY PASS	09
5944	A	WINDY PASS A	09
5945			09
5945	A		09
5945	B		09
5946		LOWER EAST SIDE	09
5946	A	LOWER EAST SIDE A	09
5946	B	LOWER EAST SIDE B	09
5948		HIDDEN CREEK	09
5948	B	HIDDEN CREEK B	09
5948	C	HIDDEN CREEK C	09
5948	D	HIDDEN CREEK D	09
5949			09
5949	A		09
5952		COOL CREEK	09
5952	A	COOL CREEK A	09
5953			09
5954	A	HAIKWAN	09
5955		LEFT SPREAD	09
5956		BEDSPREAD	09
5956	A	BEDSPREAD A	09
5956	C	BEDSPREAD C	09
5956	E	BEDSPREAD E	09
5961		N FK MEADOW CR	09
5961	A	N FK MEADOW CR A	09
5962			09
5964		MEADOW CR CONNECTION	09
5964	A	MEADOW CR CONNECTION	09
5964	B	MEADOW CR CONNECTION	09
5964	C	MEADOW CR CONNECTION	09
5964	D	MEADOW CR CONNECTION	09
5971		SOUTH FORK MEADOW BASIN	09
5971	A	SOUTH FORK MEADOW BASIN	09
5971	B	SOUTH FORK MEADOW BASIN	09

5977		FOREST CREEK	09
5977	A	FOREST CREEK A	09
5977	B	FOREST CREEK B	09
5992		WAMPOO CREEK	09
5992	A	WAMPOO CREEK A	05
5992	C	WAMPOO CREEK C	09
5996		ABE LINCOLN FACE	09
5996	A	ABE LINCOLN FACE A	09
5996	C	ABE LINCOLN FACE C	09
5997			09
5997	A		09
6003		ELK FLAT	09
6004		FAST CREEK	09
6004	A	FAST CREEK A	09
6004	C	FAST FLAT	09
6005		UPPER FAST CREEK	09
6006			09
6007			09
6009		WESTSIDE FAST CR	09
6011		EAST PORCUPINE	09
6012		EAST FAST CR	09
6013			09
6015		GRADE CHOPPER	09
6015	A	GRADE CHOPPER A	09
6016		PORKY PIG	09
6031		BEETLE HILL	09
6031	A	BEETLE HILL A	09
6031	B	BEETLE HILL B	09
6033		LITTLE WINDY	09
6034		HUDSON CREEK	09
6034	A	HUDSON CREEK A	09
6034	B	HUDSON CREEK B	09
6034	C	MT HENRY DRAW	09
6034	D	HUDSON CREEK D	09
6035	A	SOLO JOE A	09
6035	B	SOLO JOE B	09
6035	C	SOLO JOE C	09
6035	H	SOLO JOE H	09
6035	J	SOLO JOE J	09
6036		OKAGA MTN	09
6037		HUDSON PEAK	09
6038		HUDSON RIDGE	09
6038	A	HUDSON RIDGE A	09

6038	B	HUDSON RIDGE B	09
6038	C	HUDSON RIDGE C	09
6039		BIG WINDY	05
6039	A	BIG WINDY A	05
6039	B	WINDY SOLO JOE	05
6041		MOUNT HENRY	09
6041	A	MOUNT HENRY A	09
6041	B	MOUNT HENRY B	09
6041	C	MOUNT HENRY C	09
6042		TOONTOWN	05
6042	A	TOONTOWN A	05
6043			05
6043	B	WINDY CREEK B	05
6044		HOSKINS CR	05
6044	A	HOSKINS CR A	05
6045		OKAGA VIEW	05
6045	A	OKAGA VIEW A	05
6045	B	OKAGA VIEW B	05
6045	C	OKAGA VIEW C	05
6046		RANCH VIEW	05
6046	B	RANCH VIEW B	05
6047		BUNKER HILL CREEK	05
6047	F	BUNKER HILL CR F	05
6048			05
6050		WAGNER FLATS	09
6050	B	WAGNER FLATS B	09
6051			09
6052			09
6052	A		09
6059		FOWLER BEETLE	09
6059	A	FOWLER BEETLE A	09
6059	D	FOWLER BEETLE D	09
6060			05
6060	A		05
6061		BEAVER BROWNING	09
6061	C	BEAVER BROWNING C	05
6061	D	BEAVER BROWNING D	09
6061	E	BEAVER BROWNING E	09
6062		YODKIN CREEK	09
6062	A	YODKIN CREEK A	09
6062	B	YODKIN CREEK B	09
6062	C	YODKIN CREEK C	09
6062	D	YODKIN CREEK D	09

6062	E	YODKIN CR E	09
6063		LOWER FOWLER CREEK	05
6063	A	LOWER FOWLER CREEK A	05
6063	B	LOWER FOWLER CREEK B	05
6063	C	LOWER FOWLER CREEK C	05
6064		TURNER CREEK	09
6064	A	TURNER CREEK A	05
6064	B	TURNER CREEK B	09
6064	D	TURNER CREEK D	05
6064	H	TURNER CREEK H	09
6065		FOWLER CREEK	09
6065	A	FOWLER CREEK A	05
6065	B	FOWLER CREEK B	05
6065	C	FOWLER CREEK C	09
6065	E	FOWLER CREEK E	09
6065	H	FOWLER CREEK H	09
6065	J	FOWLER CREEK J	09
6069			09
6070			09
6070	A		09
6071		CAN CREEK	05
6071	A	CAN CREEK A	05
6071	B	CAN CREEK B	05
6072		SLOE TURNER	09
6073		Z-MAN	05
6073	A	Z-MAN A	05
6074		BEAVER TAIL	09
6075		BEAVER SLIDE	09
6076		BEAVER DAM	09
6079		ZULU CR CAN CR	09
6079	A	ZULU CR CAN CR A	09
6079	D	ZULU CR CAN CR D	09
6081		ZULU RIDGE	09
6081	A	ZULU RIDGE A	09
6081	B	ZULU RIDGE B	09
6084		LANG CREEK	09
6084	A	LANG CREEK A	09
6084	B	LANG CREEK B	09
6084	C	LANG CREEK C	09
6084	D	LANG CREEK D	09
6084	E	LANG CREEK E	09
6084	G	LANG CREEK G	09
6085			09

6085	A		09
6093		FRIDAY HILL	09
6100		INDEPENDENCE MTN	09
6101			09
6102			09
6102	A		09
6103		GRIZZLEY POINT	09
6103	A	GRIZZLEY POINT A	09
6103	B	GRIZZLEY POINT B	09
6108		UPPER DUTCH	09
6108	C	UPPER DUTCH C	09
6108	D	UPPER DUTCH D	09
6108	E	UPPER DUTCH E	09
6114		FLATAIL CLAY MTN	09
6114	A	FLATAIL CLAY MTN A	09
6114	D	LAKE RENE VIEW	09
6114	E	FLATAIL CLAY MTN E	09
6114	F	FLATAIL CLAY MTN F	09
6114	G	FLATAIL CLAY MTN G	09
6114	J	FLATAIL CLAY MTN J	09
6115		CLAY FLATS	09
6121		TEPEE FACE	09
6121	A	TEPEE FACE A	09
6121	B	TEPEE FACE B	09
6126			09
6127		CONN MULE	09
6128		SADDLE MTN	09
6128	A	SADDLE MTN A	09
6129		COCONUT	09
6130			09
6131			09
6132		RODERICK MOUNTAIN	09
6133		TRAVELETTI RANCH	09
6134		LOWER PETE CR LOOP	05
6134	A	LOWER PETE CR LOOP A	05
6135		ROCKY ROAD	05
6135	A	ROCKY ROAD A	05
6136			09
6137			09
6138			09
6139			09
6140		SHINE CREEK	09
6708		JOHNS JUNCTION	05

6708	A	JOHNS JUNCTION A	05
6711		BEAVER TOP	09
6711	A	BEAVER TOP A	09
6711	B	BEAVER TOP B	09
6712		BEAVER BELLY RD	09
6713		FIX CREEK	09
6714			09
6715		OTIS CR	09
6715	A	OTIS CR A	09
6715	B	OTIS CR B	09
6715	C	OTIS CR C	09
6717		RIDGE BOTTOM	09
6717	A	RIDGE BOTTOM A	09
6717	B	RIDGE BOTTOM B	09
6717	C	RIDGE BOTTOM C	09
6718		BEAVER RIDGE	09
6719			09
6720		UPPER EAST FORK YAAK	09
6720	A	UPPER EAST FORK YAAK	09
6720	D	UPPER EAST FORK YAAK	09
6810		HIGH TAGE	09
6810	A	HIGH TAGE A	09
6810	B	HIGH TAGE B	09
6810	G	HIGH TAGE G	09
6810	H	HIGH TAGE H	09
6810	I	HIGH TAGE I	09
6810	J	HIGH TAGE J	09
6811		TERRACE PIT	09
6813			09
6814	A	OBERMAYER A	09
6815			09
6816		OSCAR MEYER	09
6818			09
6830			09
6837		LITTLE SOUTH FORK	09
6838		STEEP CLAY	09
6839		MIDDLE CLAY	09
6840		WHITE PETE	05
6840	B	WHITE PETE B	05
6841		ROCKY CLAY	09
6886		WHITETAIL CAMPGROUND	10
7155		CLIFF CREEK	09
7181		PIT ROAD	09

7288			09
7460		ROCKY ROAD	09
7461			05
7462		JANET'S TREK	05
7464		HOSKINS SWAMP	05
7464	A	HOSKINS TRACE	05
7467		VINE HILL	05
7468		BIG BOY	05
7468	A	BIG BOY A	05
7469			05
7469	A		05
7470			05
7471			09
7471	A		09
7472			09
7472	A		09
7473			09
7474			09
7474	A		09
7480		SHANE LANE	09
7481			09
7481	A		09
7483			09
7484			09
7484	A		09
7485			09
7485	A		09
7486			09
7487			09
7487	A		09
7488			09
7488	A		09
7489			09
7489	A		09
8012		BAD MEDICINE CAMPGROUND	03
8012	A	BAD MEDICIN CAMPGROUND A	03
8019		W SHORE BULL LK	05
8021		LUCKY POINT	05
8021	B	LUCKY POINT B	05
8021	C	LUCKY POINT C	05
8021	D	LUCKY POINT D	05
8023			05
8023	A		05

8026		UPPER FORD W.C. ROAD	05
8145		DOWHUTNOW	05
9003		LOOP-D-LOOP	05
9014			09
9014	A		09
9899			09
9901			09
9915			05
9924	B		05
9933			05
9975		COPPER CREEK	09
9975	D	COPPER CREEK D	09
9978			09
9988			05
13451			09
14105			09
14106			09
14107		LITTLE BUNKER	05
14109			05
14111		BEAVER BOTTOM	09
14113		VINAL SWAMP	05
14117		TURNER SWAMP	05
14117	A		05
14119		HENSLEY POINT	09
14121		COOL GUS	09
14122		RED HILL	05
14122	A	RED HILL A	05
14123		PORCUPINE CREEK	09
14123	A	PORCUPINE CREEK A	09
14123	B	PORCUPINE CREEK B	09
14124			09
14125		WEST PETE	05
14126		SINK CR	09
14128		BOULDER BOTTOM	09
14128	A	BOULDER BOTTOM A	09
14132		LOWER BOULDER	09
14146		VINAL KNOT	05
14147		N FK MEADOW ROCK	09
14147	A	N FK MEADOW ROCK A	09
14150		HELLROARING BALDY	09
14152		BARELY ROAD	09
14152	A	BARELY ROAD A	09
14156		FOREST BASIN	09

14157		N FK MEADOW OVERLOOK	09
14158		NORTH FORK FLAT	09
14167		THUNDER KNOB	09
14167	A	THUNDER KNOB A	09
14167	B	THUNDER KNOB B	09
14168		THUNDER RIDGE	09
14168	A	THUNDER RIDGE A	09
14174		CYCLONE CREEK	09
14175		CYCLONE RIDGE	09
14176		EAST PORKY	09
14176	A	PORKY PUFF	09
14176	C	EAST PORKY C	09
14176	D	EAST PORKY D	09
14182		LOWER EAST FORK YAAK	09
14182	A	LOWER EAST FORK YAAK	09
14182	B	LOWER EAST FORK YAAK	09
14192		SOUTH FORK TURNER	09
14192	A	SOUTH FORK TURNER A	09
14295			09
14295	A		09
14297		RATTY TAT TAT	05
14298			09
14299			09
14300			09
14301		DOGBREATH	09
14302			09
14305			09
14306		HUMMINGBIRD CR	09
14306	A	HUMMINGBIRD CR. A	09
14307		UPPER NOSEEM	09
14307	A	UPPER NOSEEM A	09
14309		LYNX CR FLAT	05
14310			09
14312		TEEPEE FLATS	05
14312		TEEPEE FLATS	12
14312	A	TEPEE FLATS A	05
14313		COYOTE KNOB	05
14313	A	COYOTE KNOB A	05
14313	B	COYOTE KNOB B	05
14314		COYOTE RIDGE	05
14314	A	COYOTE RIDGE A	05
14315		NORTH SLOPE YAAK	09
14315	A	NORTH SLOPE YAAK A	09

14315	B	NORTH SLOPE YAAK B	09
14316		SWEET SIXTEEN	09
14316	A	SWEET SIXTEEN -A	09
14317		S CALLAHAN OVERLOOK	09
14318		BRUSHY GOAT	09
14318	A	BRUSHY GOAT A	09
14318	B	BRUSHY GOAT B	09
14319		ZEBRA	09
14319	A	ZEBRA A	09
14319	B	ZEBRA B	09
14320	B	YAAKETY YAAK	05
14321		SEARS LOOP	05
14321	A	SEARS LOOP -A	05
14322			09
14323		KEELER SPUR	09
14324		BURNT MTN	09
14324	A	BURNT MTN A	09
14324	B	BURNT MTN B	09
14325		BURNT PONY	09
14325	A	BURNT PONY A	09
14325	B	BURNT PONY B	09
14325	C	BURNT PONY C	09
14326		GORDON CREEK	09
14327		YELLOW BRICK	09
14328		COUGAR RIB	05
14328	A	COUGAR RIB A	05
14329		COUGAR JAW	05
14329	A	COUGAR JAW A	05
14331		UPPER THICKET	09
14334		SOUTH KEELER	02
14334		SOUTH KEELER	09
14334	B	SOUTH KEELER B	02
14334	B	SOUTH KEELER B	09
14336		TOP KEELER	09
14337			09
14337	A		09
14339		14339	09
14339	A		09
14339	B		09
14342			09
14343		NORTH TROY OVERLOOK	05
14343	A	NORTH TROY OVERLOOK	05
14343	B	NORTH TROY OVERLOOK	05

14343	C	NORTH TROY OVERLOOK	05
14344		LOWER CHINA	09
14344	A	LOWER CHINA A	09
14344	B	LOWER CHINA B	09
14344	C	LOWER CHINA C	09
14345			09
14348		OBERHOFFER WHOLE	09
14348	A	OBERHOFFER WHOLE A	09
14349		GUN BARREL	09
14352		SPRINGER	09
14352	A	SPRINGER A	09
14352	B	SPRINGER B	09
14353			09
14354			09
14354	A		09
14359		SOUTH SNOWBRUSH	09
14359	A	SOUTH SNOWBRUSH A	09
14360			09
14360	A		09
14361		HAYSTACK	09
14361	A	HAYSTACK A	09
14362		NORTH HAYSTACK DRAW	09
14362	A	NORTH HAYSTACK DRAW	09
14363			05
14364		BRUSHY PREACHER	09
14365		WEST PREACHER THREEMILE	09
14366		PREACHER THREEMILE	09
14367			05
14368		WEST TROY OVERLOOK	05
14369		RABBITS FOOT	05
14370		FEEDER 70	09
14371		LARRY SMITH RD	09
14372		KINGS HILL	05
14373		EASTSIDE N.FK.RUBY	09
14373	A	EASTSIDE N.FK.RUBY A	09
14373	B	EASTSIDE N.FK.RUBY B	09
14375		HOSANAH	09
14376		NORTH FORK RUBY FLAT	09
14376	A	NORTH FK. RUBY FLATS	09
14377			09
14378			09
14379			09
14381		ALVORD LAKE	09

14381	A	ALVORD LAKE A	09
14383			09
14384			09
14385			09
14389			09
14390		SNOWSTORM ROAD	09
14392			09
14393		SEARS AND ROEBUCK	05
14393	A	SEARS AND ROEBUCK -A	05
14394			09
14395			09
14399			09
14700		HURRY TOM	09
14704		BAD MEDICINE CAMPGROUND LOOP1	03
14704	A	BAD MEDICINE CAMPGROUND LOOP 2	03
14705			09
14706			05
14720		ROBINSON CR.	09
14720	A	ROBINSON DRAW	09
14725		MCINTIRE OVERLOOK	09
14735		UPPER REDTOP	09
14737		KEYSTONE	09
14737	A	KEYSTONE A	09
14737	B	KEYSTONE B	09
14738		RED BOTTOM	09
14739			09
14742		NAHALLAC	09
14743		LOGANBERRY	09
14744		HOSER	09
14744	A	HOSER-A	09
14745		CHUCKER	09
14753		BULL ROAD	09
14756	A		09

**ATTACHMENT B**

**FOR**

**ORDER NUMBER D04-043-L-06**

**THREE RIVERS RANGER DISTRICT  
KOOTENAI NATIONAL FOREST**

**TRAILS CLOSED YEARLONG TO ALL MOTORIZED VEHICLES, INCLUDING OVER THE SNOW  
MACHINES:**

Trail #2W	Old Hwy 2	Trailheads at end of Forest Service Road (FSR) #14756 in Sec. 22, T31N, R33W; and at jct. W/State Hwy 2 in Sec. 13, T31N, R33W.
Trail #142	Ross Creek	Trlhd at jct. W/Ross Creek Cedars Trail #405 in Sec. 12, T28N, R34W.
Trail #143	Little Spar Lake	Trailhead on road #384 in Sec. 29, T29N, R34W.
Trail #153	Callahan Historic	Trailhead at jct. W/FSR #427 in Sec. 23, T31N, R34W.
Trail #319	Graumbauer Mtn.	Trailhead in Sec. 22, T31N, R33W.
Trail #320	Taylor Peak	Trailhead at jct. W/FSR #4621 in Sec. 16, T30N, R33W.
Trail #321	South Fork Ross Crk	Trailhead at jct. W/Ross Creek Trail #142 in Sec. 15, T28N, R34W.
Trail #324	Spar Peak	Trailhead on FSR #384 in Sec. 29, T29N, R34W.
Trail #326	Crowell Creek	Trailhead at jct. W/Hwy. 56 in Sec. 6, T29N, R33W.

**TRAILS CLOSED YEARLONG TO ALL MOTORIZED VEHICLES, INCLUDING OVER THE SNOW  
MACHINES; AND NO OVERNIGHT CAMPING:**

Trail #405	Ross Creek Cedars	Trailhead at jct. W/FSR #398 in Sec. 12, T28N, R34W (No Overnight Camping)
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**TRAILS CLOSED YEARLONG TO MOTORIZED VEHICLES, EXCEPT OVER THE SNOW MACHINES:**

Trail #9	Vinal Creek	Trailhead on FSR #746 in Sec. 29, T36N, R31W.
Trail #162	Hoskins Lake	Trailhead on FSR #746 in Sec. 17, T36N, R31W.
Trail #177	Midge Creek/Rock Candy	Trailheads at jct. W/FSR #5902 in Sec. 28, T37N, R33W; and w/Trail #461 in Sec. 12, T36N, R34W.
Trail #199	Vinal Lake	Trailhead on FSR #746 in Sec. 31, T36N, R31W.
Trail #397	Fish Lakes	Trailhead at jct. W/Vinal Creek Trail #9 in Sec. 23, T36N, R31W.
Trail #461	Rock Candy	Trailheads at jct. W/FSR #435 in Sec. 34, T37N, R34W; and Sec. 19, T36N, R33W.

**ATTACHMENT C**

**FOR**

**ORDER NUMBER D04-043-L-06**

**THREE RIVERS RANGER DISTRICT  
KOOTENAI NATIONAL FOREST**

**LIST OF AREA CLOSURES ON THE  
THREE RIVERS RANGER DISTRICT**

**KILBRENNAN KNOB**

The Kilbrennan Knob area consists of one tract and is defined as all National Forest System lands in all or portions of the following sections: Township 33 North, Range 33 West, Sections 17, 18, 19, 20, 29, 30, 31, and 32.

This area begins at the Eastside Road 176 junction with Kilbrennan Lake Road 2394; runs south on Eastside Road 176 approximately 3 miles to the junction with North Slope Yaak Road 14315; runs south on North Slope Yaak Road 14315 approximately 0.5 mile to the Kilbrennan Creek crossing; runs upstream on Kilbrennan Creek approximately 3 miles east to Kilbrennan Lake Road 2394; then runs north on Kilbrennan Lake Road 2394 approximately 0.5 mile back to the starting point. This area includes all of Sears Loop Road 14321.

**WEST YAAK MOUNTAIN FLATS**

The West Yaak Mountain Flats area consists of one tract and is defined as all National Forest System lands in all or portions of the following sections: Township 32 North, Range 34 West, Sections 4, 9, 10, and 16.

This area begins at the Yaak River crossing on US Highway 2; runs south approximately 4 miles to the junction with Eastside Road 176; runs north approximately 4.5 miles up Eastside Road 176 to the north boundary line of Township 32 North, Range 34 West, Section 3; runs west to the Yaak River; then runs downstream approximately 2 miles to the starting point at the Yaak River crossing on US Highway 2.

**COYOTE FLATS**

The Coyote Flats area consists of one tract and is defined as all National Forest System lands in all or portions of the following sections: Township 33 North, Range 33 West, Sections 19, 30, and 31; Township 33 North, Range 34 West, Sections 24, 26, 27, 35, and 36; Township 32 North, Range 34 West, Sections 4 and 5.

**This area begins at the junction of State Highway 508 and US Highway 2 and runs north on State Highway 508 approximately 3 miles to the junction with Tepee Springs Road 2357; runs east approximately .05 mile to the Yaak River; runs downstream approximately 4 miles to a point opposite road 4646; then along road 4646 to US Highway 2; then along US Highway 2 to the starting point. This area includes Forest Development Roads 14312, 14313, 14314, and 4607 east of the US Highway 2. Road 4646 is not included in the area closure.**

#### **NORTH CABINET MOUNTAINS**

**The North Cabinet Mountains area consists of four tracts and is defined as all National Forest System lands in all or portions of the following sections: Township 28 North, Range 33 West, Sections 1 and 2; Township 29 North, Range 33 West, Sections 10, 11, 15, 22, 27, 28, 34, and 35; Township 30 North, Range 33 West, Sections 2, 3, 10, 11, 14, 15, 22, 23, 25, 26, 27, 35, and 36; Township 31 North, Range 33 West, Sections 23, 24, 25, 26, 34, and 35.**

**This area is identified as Management Area 8 in the Kootenai National Forest Plan and as shown on the Three Rivers Ranger District Travel Access Map.**

#### **SPAR PEAK**

**The Spar Peak area consists of three tracts and is defined as all National Forest System lands in all or portions of the following sections: Township 28 North, Range 34 West, Sections 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 32, 33, 34, 35, and 36; Township 29 North, Range 34 West, Sections 18, 19, 27, 28, 29, 30, 31, 32, 33, and 34; Township 29 North, Range 35 West, Sections 1, 2, 11, 12, 13, 24, 25, and 36.**

**This area is identified as Management Area 8 in the Kootenai National Forest Plan and as shown on the Three Rivers Ranger District Travel Access Map.**

# Glossary

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- **Access Rights.** A privilege or right of a person or entity to pass over or use another person's or entity's travel way. (36 CFR 212.1, FSM 5460.5 – Rights of Way Acquisition, FSM 7700 – Transportation System.)
- **Annual Maintenance.** Work performed to maintain serviceability or repair failures during the year in which they occur. Includes preventive and/or cyclic maintenance performed in the year in which it is scheduled to occur. Unscheduled or catastrophic failures of components or assets may need to be repaired as a part of annual maintenance. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Area.** A discrete, specifically delineated space that is smaller, and in most cases much smaller, than a Ranger District. (36 CFR 212.1.)
- **Arterial Road.** A forest road that provides service to large land areas and usually connects with other arterial roads or public highways. (FSH 7709.54 - Forest Transportation Terminology Handbook, no longer in print.)
- **Best Management Practices (BMPs).** The set of practices in the Forest Plan which, when applied during implementation of a project, ensures that water related beneficial uses are protected and that State water quality standards are met. BMPs can take several forms. State regulations or memoranda of understanding between the Forest Service and the States define some. Others are defined by the Forest interdisciplinary planning team for application Forest-wide. Both of these kinds of BMPs are included in the Forest Plan as Forest-wide standards. The third kinds are identified by the interdisciplinary team for application to specific management areas; these are included as Management Area standards in the appropriate management areas. A fourth kind, project-level BMPs are based on site-specific evaluation, and represent the most effective and practicable means of accomplishing the water quality and other goals of the specific area involved in the project. These project-level BMPs are outlined in the Soil and Water Conservation Practices Handbook (FSM 2509.22) and are required.
- **Capital Improvement.** The construction, installation, or assembly of a new fixed asset; or the significant alteration, expansion, or extension of an existing fixed asset to accommodate a change of purpose. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Closure.** A route or area closed to all types of traffic, including foot traffic. This option is seldom used except in emergencies or special situations such as protection of an eagle-nesting site. (Access and Travel Management, Northern Region Guide, October 1997.)
- **Collector Road.** A forest road that serves smaller land areas than an arterial road. Usually connects forest arterial roads to local forest roads or terminal. (FSH 7709.54 – Forest Transportation Terminology Handbook, no longer in print.)
- **Condition Class.** A process has been developed to categorize the current condition with respect to each of the five historic Fire Regime Groups. Current condition is defined in terms of departure from the historic fire regime, as determined by the numbers of missed fire return intervals – with respect to the historic fire return interval – and the current structure and composition of the system resulting from alterations to the disturbance regime. The relative risk of fire-caused losses of key components that define the system increases for the each respectively higher numbered condition class with little or no risk at the Class 1 level. (Protecting People and Sustaining Resources in Fire-Adapted Ecosystems: A Cohesive Strategy.)
  - **Condition Class 1** – Fire regimes are within historical range and the risk of losing key ecosystem components is low. Vegetation attributes (species composition and structure) are intact and functioning within historical range.
  - **Condition Class 2** – Fire regimes have been moderately altered from their historical range. The risk of losing key ecosystem components is moderate. Fire frequencies have departed from historical frequencies by one or more return intervals (either increased or decreased). This results in moderate changes to one or more of the following: fire size, intensity and severity, and landscape patterns. Vegetation attributes have been moderately altered from historical range.
  - **Condition Class 3** – Current conditions are a function of the degree of departure from historical fire regimes resulting in alterations of key ecosystem components such as species composition, structural stage, stand age, and canopy closure. One or more of the following activities may have caused this departure: fire suppression, timber harvesting, grazing, introduction and establishment of exotic plant species, insects or disease (introduced or native), or other past management activities.
- **Critical Need.** A requirement that addresses a serious threat to public health or safety, a natural resource, or the ability to carry out the mission of the organization. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Critical Vehicle.** The vehicle, normally the largest (by weight, size, or unique configuration), whose limited use on the road is necessary to complete the planned activity. (FSH 7709.56, Sec 4.1 – Road Pre-construction Handbook.)
- **Culvert.** A conduit or passageway under a road, trail, or other obstruction. A culvert differs from a bridge in that it is usually constructed entirely below the elevation of the traveled way. (EM 7720-100R, EM 7720-100LL, Sec 102.)
- **Decommission.** Demolition, dismantling, removal, obliteration and/or disposal of a deteriorated or otherwise unneeded asset or component, including necessary cleanup work. This action eliminates the deferred maintenance needs for the fixed asset. Portions of an asset or component may remain if they do not cause problems nor require maintenance. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)

- **Deferred Maintenance.** Maintenance that was not performed when it should have been or when it was scheduled and therefore, was put off or delayed for a future period. When allowed to accumulate without limits or consideration of useful life, deferred maintenance leads to deterioration of performance, increased costs to repair, and decrease in asset value. Deferred maintenance needs may be categorized as critical or noncritical at any point in time. Continued deferral of noncritical maintenance will normally result in an increase in critical deferred maintenance. Code compliance (e.g. life safety, ADA, OSHA, environmental, etc.), Forest Plan Direction, Best Management Practices, Biological Evaluations, other regulatory or Executive Order compliance requirements, or applicable standards not met on schedule are considered deferred maintenance. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Design Speed.** The speed determined for design and correlation of the physical features of a route that influence vehicle operation. The maximum safe speed that the design vehicle can maintain over a specified segment of a route when conditions are favorable so that the design features of the road, rather than operational limitations of the vehicle, govern. The design speed is the safe speed for the design situation only. (FSH 7709.56, Sec 4.25 – Road Pre-construction Handbook.)
- **Designated road, trail, or area.** A National Forest System Road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to CFR 212.51 on a motor vehicle use map. (36 CFR 212.1.)
- **Design Vehicle.** The vehicle frequently using the road that determines the minimum standard for a particular design element. No single vehicle controls the standards for all the design elements for a road. Determine the maximum and minimum standards from the type and configuration of the vehicles using the road. Analyze each design element to determine which vehicle governs the standard for that element. (FSH 7709.56, Sec 4.1– Road Pre-construction Handbook.)
- **Emergency Need.** An urgent maintenance need that may result in injury, illness, or loss of life, natural resource, or property and must be satisfied immediately. Emergency needs generally require a declaration of emergency or disaster, or a finding by a line officer that an emergency exists. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Fire Cycle.** The numbers of years between burning that is expected of a certain forest type.
- **Forest road or trail.** A road or trail wholly within, partly within, or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. (36 CFR 212.1.)
- **Forest Highway.** A forest road under the jurisdiction of, and maintained by, a public authority and open to public travel. (USC: Title 23, Section 101(a)).
- **Forest Transportation Atlas.** A display of the system of roads, trails and airfields of an administrative unit. (36 CFR 212.1.)
- **Forest Transportation Facility.** A forest road or trail or an airfield that is displayed in a forest transportation atlas, including bridges, culverts, parking lots, marine access facilities, safety devices, and other improvements appurtenant to the forest transportation system. (36 CFR 212.1.)
- **Forest Transportation System.** The system of National Forest System roads, National Forest System trails, and airfields on National Forest System lands. (36 CFR 212.1.)
- **Forest Transportation System Management.** The planning, inventory, analysis, classification, record keeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, cost-effective, access for use, protection, administration, and management of National Forest System lands. (FSM 7705 – Transportation System.)
- **Forest Travel Planning Process.** Provides strategic direction for land managers by using goals and objectives, standards, management area directions, special area designations, designation of suitable land use, and to monitor and evaluate strategy.
- **Functional Class.** The way a road services land and resource management needs and the character of service it provides. (FSH 7709.54, Forest Transportation Terminology Handbook, no longer in print.)
- **Health and Safety Need.** A requirement that addresses a threat to human safety and health (e.g. violations of National Fire Protection Association 101 Life Safety Code or appropriate Health Code) that requires immediate interim abatement and/or long-term permanent abatement. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Hydrologic Unit Code (HUC).** Watersheds delineated by the US Geological Survey as fourth order drainages and assigned Hydrologic Unit Codes (or HUC numbers) based on a standardized system. In Montana, there are several HUCs in each sub-major basin and two or more sub-major basins in each water basin.
- **Highway Legal Vehicle.** Any motor vehicle including the operator that is licensed or certified for general operation on public roads within the State. (Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads, EM-7700-30.) Montana State Law requires the following for OHV use on all National Forest Roads: Operators must possess a valid driver's license, operators under 18 must wear Department of Justice approved safety helmets, and operators between the ages of 12 – 16 must hold a certificate showing successful completion of the off-highway safety education course offered by the FWP and be in the presence of a person possessing a valid driver's license.

- **Infra Travel Routes Database.** Infra is the data management tool that is a computer-based application allowing forest service personnel to enter, manage, and report accurate information and associated financial data on the inventory of their constructed features. These features include buildings, dams, bridges, water systems, roads, trails, developed recreation sites, range improvements, administrative sites, heritage sites, general forest areas, and wilderness.
- **Inventoried Roadless Areas.** Areas identified in a set of inventoried roadless area maps, contained in *Forest Service Roadless Area Conservation, Draft Environmental Impact Statement, Volume 2*, dated May 2000, which are held at the National headquarters office of the Forest Service, or any update of those maps. (FSM 1920 – Land and Resource Management Planning.)
- **Jurisdiction.** The legal right to control or regulate use of a transportation facility. Jurisdiction requires authority, but not necessarily ownership. The authority to construct or maintain a road may be derived from fee title, an easement, or some other similar method. (FSM 7705 – Transportation System.)
- **Local Road.** A forest road that connects terminal facilities with forest collector, forest arterial, or public highways. Usually forest local roads are single purpose transportation facilities. (FSH 7709.54 – Forest Transportation Terminology Handbook, no longer in print)
- **Maintenance.** 1. The upkeep of the entire forest development transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization. (36 CFR 212.2(I)). 2. The act of keeping fixed assets in acceptable condition. It includes preventive maintenance; normal repairs; replacement of parts and structural components; and other activities needed to preserve a fixed asset so that it continues to provide acceptable service and achieves its expected life. Maintenance excludes activities aimed at expanding the capacity of an asset or otherwise upgrading it to serve needs different from, or significantly greater, than those originally intended. Maintenance includes work needed to meet laws, regulations, codes, and other legal direction as long as the original intent or purpose of the fixed asset is not changed. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Maintenance Level.** Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria. (FSH 7709.58, Sec 12.3 – Transportation System Maintenance Handbook.)
  - **Maintenance Level 1:** Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resource at an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are “prohibit” and “eliminate”. Roads receiving Level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses.
  - **Maintenance Level 2:** Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.
  - **Maintenance Level 3:** Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either “encourage” or “accept.” “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users.
  - **Maintenance Level 4:** Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is “encourage.” However, the “prohibit” strategy may apply to specific classes of vehicles or users at certain times.
  - **Maintenance Level 5:** Assigned to roads that provide a high degree of user comfort and convenience. Normally, roads are double-lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is “encourage.”
- **Major Culvert.** A culvert that provides an opening of more than 35 square feet (3.3 m<sup>2</sup>) in a single or multiple installation. A major culvert may consist of a single round pipe, pipe arch, open or closed-bottom box, bottomless arch, or multiple installation of these structures placed adjacent or contiguous as a unit. Certain major culverts are classified as bridges when they provide an opening of more than 20 feet (6.1 m), measured parallel to the roadway; such culverts may be included in the bridge inventory. See "Federal Highway Administration Coding Guide for Bridge Inventory and Appraisal," items 49 and 112 (sec. 8.08) for culverts being classified as bridges. (FSH 7709.56b, Sec 05 – Transportation Structures Handbook.)
- **Management Area (MA)** – An aggregation of capability areas which have common management direction and may be noncontiguous in the Forest. Consists of a grouping of capability areas selected through evaluation procedures and used to locate decisions and resolve issues and concerns.

- **Minor Culvert.** Any culvert not classified as a major culvert. (FSH 7709.56b, Sec 05 – Transportation Structures Handbook.)
- **Mission Need.** A requirement that addresses a threat or risk to carrying out the mission of the organization. Needs related to administration and providing services (transportation, recreation, grazing, etc.). Needs not covered by health and safety or natural resource protection. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Motor vehicle.** Any vehicle which is self-propelled, other than:
  - 1) A vehicle operated on rails; and
  - 2) Any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area. (36 CFR 212.1.)
- **Motor vehicle use map.** A map reflecting designated road, trails, and ariars on an administrative unit or a Ranger District of the National Forest System. (36 CFR 212.1.)
- **Motorized Mixed Use.** Designation of a NFS road for use by both highway-legal and non-highway-legal motor vehicles. (Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads, EM-7700-30.)
- **National Forest System road.** A forest road other than a road which has been authorized by a legally documented right-of-way held by a State, county, or other local public road authority. (36 CFR 212.1.)
- **National Forest System trail.** A forest trail other than a trail which has been authorized by a legally documented right-of-way held by a State, county, or other local public road authority. (36 CFR 212.1.)
- **New Construction.** The erection, construction, installation, or assembly of a new fixed asset. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **New Road Construction.** Activity that results in the addition of forest classified or temporary road miles. (36 CFR 212.1, FSM 7705 – Transportation System.)
- **Noncritical Need.** A requirement that addresses potential risk to public or employee safety or health, compliance with codes, standards, regulations etc., or needs that address potential adverse consequences to natural resources or mission accomplishment. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Non-highway-legal Vehicle.** Any motor vehicle including the operator that is not licensed or certified for general operation on public roads within the State. (See highway-legal vehicle definition for the Montana State requirements.) (Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads, EM-7700-30.)
- **Objective Maintenance Level.** The maintenance level to be assigned at a future date considering future road management objectives, traffic needs, budget constraints, and environmental concerns. The objective maintenance level may be the same as, or higher or lower than, the operational maintenance level. (FSH 7709.58, Sec12.3 – Transportation System Maintenance Handbook.)
  - **1** – Basic Custodial Care (Restricted to motorized use)
  - **2** – High Clearance Vehicles
  - **3** – Suitable For Passenger Cars
  - **4** – Moderate Degree of User Comfort
  - **5** – High Degree of User Comfort
  - **C** – Convert Use
  - **D** – Decommission
- **Off-highway vehicle.** Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice marsh, swampland, or other natural terrain. (36 CFR 212.1.)
- **Old Growth Timber.** A distinct successional stage in the development of a timber stand that has special significance for wildlife, generally characterized by: (1) large diameter trees (often exceeding 20” dbh) with a relatively dense, often multi-layer canopy, (2) the presence of large, standing, dead or dying trees, (3) down and dead trees, (4) stand decadence associated with the presence of various fungi and heart rots, (5) an average age often in excess of 200 years and (6) a basal area ranging from 150 to 400 square feet per acre.
  - **Designated Effective Old Growth (deff)** - Stands that meet the forest plan definition of old growth and are within designated old growth management areas.
  - **Designated Replacement Old Growth (drep)** – Stands that have a potential to meet old growth criteria in the future and are within designated old growth management areas.
  - **Un-designated Effective Old Growth (ueff)** – Stands that meet the forest plan definition of old growth and are not within designated old growth management areas.
  - **Un-designated Replacement Old Growth (urep)** – Stands that have the potential to meet old growth criteria in the future and are not within designated old growth management areas.

- **Open for Public Travel.** The road section is available and passable by four-wheeled standard passenger cars and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight or class of registration, except during scheduled periods, extreme weather or emergency conditions. (23 CFR 460.2(c)).
- **Operational Maintenance Level.** The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained. (FSH 7709.58, Sec 12.3 – Transportation System Maintenance Handbook.)
- **Other System.** Additional network(s) of travel ways serving a common need or purpose managed by an entity with the authority to finance, build, operate, and maintain the routes. (U.S.C. 101 23 CFR 660, FSM 7740.5 – Federal Lands Highway Programs.)
- **Over-snow vehicle.** A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow. (36 CFR 212.1.)
- **Primary Maintainer.** The agency or party having primary (largest share) financial responsibility for maintenance. (FSH 7709.58, Chapter 13 – Transportation System Maintenance Handbook.)
- **Private Road.** A road under private ownership authorized by easement to a private party or a road that provides access pursuant to a reserved or private right. (FS-643, Roads Analysis; Informing Decisions About Managing the National Forest Transportation System, August 1999.)
- **Public Authority.** A federal, state, county, town or township, Indian tribe, municipal or other local government or instrumentality thereof, with authority to finance, build, operate or maintain toll or toll-free highway facilities. (23 CFR 460.2(b))
- **Public Forest Service Road.** A designated public road under Forest Service jurisdiction that meets the definition of 23 U.S.C. Section 101.
- **Public Road.** Any road or street under the jurisdiction of, and maintained by, a public authority and open to public travel. (23 U.S.C. 101(a), 23 CFR 460.2(a), FSM 7705 – Transportation System.)
- **Recreation Opportunity Spectrum (ROS).** A system for planning and managing recreation resources that recognizes recreation activity opportunities, recreation settings, and recreation experiences along a spectrum or continuum. ROS classes are:
  - **Primitive (PRIM)** – Area is characterized by essentially unmodified natural environment of fairly large size. Interaction between users is very low and evidence of other area users is minimal. The area is managed to be essentially free from evidence of man-induced restrictions and controls. Motorized use within the area is not permitted.
  - **Semi-Primitive Non-Motorized (SPNM)** – Area is characterized by a predominantly natural or natural-appearing environment of moderate-to-large size. Interaction between users is low but there is often evidence of other users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but are subtle. Motorized use is not permitted.
  - **Semi-Primitive Motorized (SPM)** – Area is characterized by a predominantly natural or natural-appearing environment of moderate-to-large size. Concentration of users is low, but there is often evidence of other area users. The area is managed in such a way that minimum on-site controls and restrictions may be present, but are subtle. Motorized use is permitted.
  - **Roaded Modified (RM)** – Area is characterized by substantially modified environment. Roads, landings, slash, and debris may be strongly dominant within the area but may be subordinate from a distance. Evidence of other users on roads. Vegetation alteration evident. Motorized use permitted.
  - **Roaded Natural (RN)** – Area is characterized by predominantly natural appearing environment with moderate evidence of the sights and sounds of man. Such evidence usually harmonizes with the natural environment. Interaction between users may be low to moderate, but with evidence of other users prevalent. Resource modification and utilization practices are evident, but harmonize with the natural environment. Conventional motorized use is provided for the construction standards and design of facilities.
  - **Rural** – Area is characterized by substantially modified natural environment. Resource modification and utilization practices are primarily to enhance specific recreation activities and to maintain vegetative cover and soil. Sights and sounds of man are readily evident and the interaction between users is often moderate to high. A considerable number of facilities are designed for use by a large number of people. Facilities are often provided for special activities. Moderate densities are provided far away from developed sites. Facilities for intensified motorized use and parking are available.
- **Recreation Types.** The different recreation types identified as follows:
  - **Developed Recreation** – The type of recreation that occurs where modifications (improvements) enhance recreation opportunities and accommodate intensive recreation activities in a defined area.
  - **Dispersed Recreation** – The type of recreation use related to, and in conjunction with, roads and trails that require few, if any, improvements and may occur over a wide area. Activities tend to be day-use oriented and include hunting, fishing, berry-picking, off-road vehicle use, hiking, horseback riding, picnicing, camping, viewing scenery, snowmobiling, and many others.

- **Resource Protection Need.** A requirement that addresses a threat or risk of damage, obstruction, or negative impact to a natural resource. (Financial Health – Common Definitions for Maintenance and Construction Terms, July 22, 1998.)
- **Restriction.** A restriction precludes use of the route or area during a specified time period by type of vehicle (such as log truck) or type of traffic (such as motorized or public). (Access and Travel Management, Northern Region Guide, October 1997.) Roads may be restricted to motorized traffic by gates, earth barriers, culvert removal, vegetative growth, etc.
- **Riparian Areas.** Areas with distinctive resource values and characteristics that are comprised of an aquatic ecosystem and adjacent upland areas that have direct relationships with the aquatic system. This includes floodplains, wetlands, and all areas within a horizontal distance of approximately 100 feet from the normal high water line of a stream channel or from the shoreline of a standing body of water.
- **Road.** A motor vehicle travel way over 50 inches wide, unless designated and managed as a trail. (36 CFR 212.1.)
- **Road Construction or reconstruction.** Supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a road. (36 CFR 212.1.)
- **Road Decommissioning.** Activities that result in the stabilization and restoration of unneeded roads to a more natural state. (36 CFR 212.1, FSM 7705 – Transportation System.)
- **Road Density.** The miles of road per square mile of land.
- **Road/Stream Density.** The density of road/stream crossings in a watershed.
- **Road Improvement.** Activity that results in an increase of an existing road's traffic service level, expands its capacity, or changes its original design function. (FSM 7705 – Transportation System.)
- **Road Maintenance.** The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objective. (FSM 7705 – Transportation System.)
- **Road Management Objectives (RMO).** Defines the intended purpose of an individual road based on management area direction and access management objectives. Road management objectives contain design criteria, operation criteria, and maintenance criteria. (FSH 7709.55, Sec 33 – Transportation Planning Handbook.)
- **Road Realignment.** Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway. (FSM 7705 – Transportation System.)
- **Road Reconstruction.** Activity that results in a Road Improvement or Road Realignment of an existing classified road. (FSM 7700 – Transportation System.)
- **Sensitive Species.** A plant or animal species that is susceptible or vulnerable to activity impacts or habitat alterations.
- **Seral.** A biotic community that is developmental; a transitory stage in an ecological succession.
- **Service Life.** The length of time that a facility is expected to provide a specified service. (FSH 7709.56b, Sec 05 – Transportation Structures Handbook)
  - Long Term Service – Continuous or annual recurrent service.
  - Intermittent Term Service – A road which is closed to vehicle traffic between periods of use. The closed period must exceed one year.
  - Intermittent Stored Service – Intermittent service road, closed to traffic. The road is in a condition that there is little resource risk if maintenance is not performed (self-maintaining). (FSH 5409.17-94-2).
  - Short Term Service – Short term use (including temporary roads).
- **Situation 1 habitat.** *Population and Habitat Conditions:* The area contains grizzly population centers (areas key to the survival of grizzlies where seasonal or year-long grizzly activity under natural, free-ranging conditions is common) and habitat components needed for the survival and recovery of the species or a segment of its population. The probability is very great that major federal activities or programs may affect (have direct or indirect relationships to the conservation and recovery of) the grizzly. *Management Direction:* Grizzly habitat maintenance and improvement and grizzly/human conflict minimization will receive the highest management priority (FSM 2603). Management decisions will favor the needs of the grizzly bear when grizzly habitat and other land use values compete. Land uses which can affect grizzlies and/or their habitat will be made compatible with grizzly needs or such used will be disallowed or eliminated. Grizzly/human conflicts will be resolved in favor of grizzlies unless the bear involved is determined to be a nuisance. Nuisance bears may be controlled through either relocation or removal, but only if such control would result in a more natural, free-ranging grizzly population and all reasonable measures have been taken to protect the bear and/or its habitat (including area closures and/or activity curtailments).
- **State.** Any one of the 50 states, the District of Columbia, Puerto Rico, the Virgin Islands, Guam, and American Samoa. (23 CFR 460.2(e))
- **Subject to the Highway Safety Act.** National Forest System roads that is open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use. (FSM 7705 – Transportation System.)
- **Temporary road or trail.** A road or trail necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a forest road or trail and that is not included in a forest transportation atlas. (36 CFR 212.1.)

- **Traffic Service Level.** Describes the significant characteristics and operating conditions of a road. (FSH 7709.56, Ch 4 – Road Pre-construction Handbook, FSM 7705 – Transportation System.)
- **Trail.** A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail. (36 CFR 212.1)
- **Trail Maintenance Class.** Describes the desired management of each trail, based on Forest Plan direction, taking into account user preferences, setting, protection of sensitive resources, and other management activities. The following generalizations apply to all trails. Additional criteria specific to motorized trails, pack and saddle trails, snow trails, and water trails are further defined in FSH 2309.18.
  - **Trail Class 1:** Minimal/undeveloped trails.
  - **Trail Class 2:** Simple/minor development trail.
  - **Trail Class 3:** Developed/improved trail.
  - **Trail Class 4:** Highly developed trail.
  - **Trail Class 5:** Fully developed trail.
- **Transportation Facility Jurisdiction.** The legal right to control or regulate use of a transportation facility derived from fee title, an easement, an agreement, or other similar method. While jurisdiction requires authority, it does not necessarily reflect ownership. (FSM 7705 – Transportation System.)
- **Travel management atlas.** An atlas that consists of a forest transportation atlas and a motor vehicle use map or maps. (36 CFR 212.1.)
- **Traveled Way.** The portion of the roadway used for the movement of vehicles, exclusive of turnouts, shoulders, and auxiliary lanes. (EM 7720-100LL, Sect. 102.)
- **Tread Width.** The distance from the outside of one tire to the outside of the opposite tire on the widest axle of the vehicle or, in the case of vehicles with only a single tire on the widest axle, the distance from one side of the tire to the opposite side. (Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads, EM-7700-30.)
- **Unauthorized road or trail.** A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas. (36 CFR 212.1.)
- **Undetermined Roads.** Roads on National Forest System lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travel ways, and off-road vehicle tracks that have not been designated and managed as a trail; and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization. (Infra data dictionary.)
- **Unroaded Areas.** Any area without the presence of a classified road that is of a size and configuration sufficient to protect the inherent characteristics associated with its roadless condition. Unroaded areas are distinct from and do not overlap with inventoried roadless areas. (FSM 1920 – Land and Resource Management Planning.)
- **Vegetation Response Unit (VRU).** The basic environmental stratification for relating repeatable landscape patterns to predictable ecological processes. It provides a mechanism to interpret existing vegetation in the context of natural disturbance processes and enables a projection of future landscape conditions and a foundation for landscape design. (Vegetation Response Unit Characterization and Target Landscape Prescriptions, 1999.)
  - **VRU 1** - Warm and Dry. These sites are well-drained mountain slopes and valleys or steep west and southerly aspects. Elevations average 3,400 feet above sea level.
  - **VRU 2, VRU 2S** - Moderately Warm and Dry. These sites are well-drained mountain slopes and valleys located on most topographic aspects. Elevations average 3,600 feet above sea level.
  - **VRU 3** – Moderately Warm and Moderately Dry. These sites are found on moderately steep, northerly slopes and some lower valley sites. Elevations average 3,800 feet above sea level.
  - **VRU 4N, VRU 4S** – Moderately Warm and Moist. These sites are located on all aspects on the west side of forest and primarily north slopes on the east side. Elevations average 3,700 feet above sea level.
  - **VRU 5N, VRU 5S** – Moderately Cool and Moist. These sites are widespread throughout the forest, occurring on all aspects on the west side of the KNF, primarily north slopes on the east side. Elevations average 3,800 feet above sea level.
  - **VRU 6** – Moderately Cool and Wet. Much of these settings exist on poorly drained floodplains and alluvial fans. Elevations average 3,600 feet above sea level.
  - **VRU 7N, VRU 7S** – Cool and Moist. This landscape is typically bordered by warmer sites (VRU 5) and cool, drier sub alpine sites (VRU 9). Elevations average 4,800 feet above sea level.
  - **VRU 8** – Cool and Wet. Much of these settings exist on poorly drained floodplains and alluvial fans. Elevations average 4,400 feet above sea level.
  - **VRU 9** – Cool and Moderately Dry. These sites are generally found on rolling ridges and upper reaches of convex mountain slopes. Elevations average above 5,400 feet above sea level.
  - **VRU 10** – Cool and Moderately Dry. This setting occurs on most aspects and is generally found on upper reaches of fairly steep, convex mountain slopes. Elevations average 6,400 feet above sea level.
  - **VRU 11** – Cold. This setting occurs across all aspects often on very steep alpine ridges and glacial cirque headwalls. Elevations average 6,900 feet above sea level.

- **XX1** – Agricultural Land.
  - **XX3** – Private Lands.
  - **XX4** – Rock, Scree, Ic.
  - **XX5** – Water.
- **Wallow.** A depression, pool of water, or wet area produced or utilized by elk or moose during the breeding season.
  - **Watershed** - The land area that drains water to a stream, river, lake, or ocean.
  - **Wetlands.** Those areas that are inundated by surface or ground water with a frequency sufficient, under normal circumstances, to support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands include marshes, bogs, sloughs, potholes, river overflows, mud flats, wet meadows, seeps, and springs.
    - **Lotic Wetlands.** Wetlands that are associated with rivers, streams, and drainage ways. Such wetlands contain a defined channel and floodplain. The channel is an open conduit, which periodically, or continuously, carries flowing water, and dissolved and suspended material. A beaver pond, seeps, springs, and wet meadows on the floodplain of, or associated with, a river or stream is part of the lotic wetland.
    - **Lentic Wetlands.** Wetlands that are associated with still water systems. These wetlands occur in basins and lack a defined channel and floodplain. Included are permanent (e.g., perennial) or intermittent bodies of water such as lakes, reservoirs, potholes, marshes, ponds, and stock ponds. Other examples include fens, bogs, wet meadows, and seeps not associated with a defined channel. (Classification and Management of Montana’s Riparian and Wetland Sites, May 1995.)