

Kootenai National Forest

2693 Hwy 200

Phone 406 827-3533

Cabinet Ranger District

Trout Creek, MT 59874

Fax 406 827-0718

Travel Analysis Report

Motor Vehicle Use Designation

Cabinet Ranger District

2007

Final 15 November 2007

Timory Kelly Peel

Table of Contents

INTRODUCTION	1
Background.....	1
Process	1
Products.....	2
This Report	2
STEP 1 SETTING UP THE ANALYSIS	2
Purpose and Objectives of the Analysis	2
Interdisciplinary Team Members and Participants	3
Analysis Plan	3
Information and Basic Data Needs.....	3
STEP 2 DESCRIBING THE SITUATION	4
The Analysis Area.....	4
The National Forest Transportation System.....	6
STEP 3 IDENTIFYING ISSUES.....	14
Social-Cultural Issues.....	1
Environmental Issues	15
Economic Issues	17
STEP 4 ASSESSING BENEFITS, PROBLEMS, AND CONCERNS	18
Benefits	19
Concerns	19
STEP 5 DESCRIBING THE OPPORTUNITIES AND SETTING PRIORITIES.....	20
Methodology.....	20
Travel Route-Related Benefits Criteria	20
Travel Route-Related Concerns Criteria	21
Identifying Opportunities	21
STEP 6 REPORTING.....	26

APPENDICES

Appendix A: Travel Route Table: National Forest System Roads

Appendix B: Travel Route Table: National Forest System Trails

Appendix C: Current Forest Order for Road, Trail and Area Restrictions

Appendix D: Glossary

LIST OF MAPS

Map A: Vicinity Map.....	5
Map B: Travel Routes and Areas without Current Legal Restrictions to Motorized Use	13
Map C: Bear Management Units (BMUs).....	17
Map D: Potential Designated Route System.....	27

LIST OF TABLES

Table 1: MA Description and Summary of Relevant Road and Trail Direction.....	7
Table 2: Current Travel Management	12
Table 3: Road Density and Core Habitat Standards by BMU	16
Table 4: Individual Route/Area Description and Identification of Opportunities.....	22

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.

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 Cabinet 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 Cabinet Ranger District travel analysis area. Wherever "analysis area" is referenced in this document, it corresponds to the Cabinet 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 Cabinet 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:

Julie Molzahn	District Ranger
John Head	ID Team Leader
Timory Peel	Transportation Planning
Les Raynor	Recreation Specialist

Extended Team:

Doug Grupenhoff	Wildlife/Fisheries/Hydrology
Terry Hightower	Heritage Resources/Sensitive Plants/Old Growth Specialist/Noxious Weeds
Alan Osborn	Fires/Fuels Specialist
Gary Kedish	Lands/Minerals 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 Cabinet Ranger District travel analysis area is approximately 527,832 acres and is located in the northwest corner of Montana (see Map A: Vicinity Map) on the Kootenai National Forest. Approximately 95,679 acres (18% of District) of corporate private, public private and State lands are intermingled with National Forest Lands. Most public private land ownership lies along the Clark Fork River and Bull River valley bottoms. 2000 US Census Bureau data indicates that the populations of Heron, Noxon, and Trout Creek, Montana and the surrounding area numbers approximately 2,500. As real estate development continues to increase, 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 Cabinet 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. Approximately 255,727 acres (48%) of the Cabinet Ranger District lies within the USFWS designated grizzly bear recovery zone including all or part of six 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.



The National Forest Transportation System

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 Cabinet 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.	45,034 (9%)
MA 3	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.	1,721 (<1%)
MA 5	Viewing areas	Provide for public use of roads to developed sites....	6,865 (1%)
MA 6	Developed Recreation Sites	Roads within campgrounds will be maintained at a minimum of level 3	135 (<1%)
MA 7	Existing Wilderness	Non-motorized forms of recreation will be accommodated and managed.	39,505 (8%)
MA8	Recommended Wilderness	Non-motorized forms of recreation will be accommodated and managed.	27,790 (5%)
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.	50,591 (10%)
MA 11	Big-Game Winter Range (Suitable Timberlands)	Motorized access is generally not permitted during important periods of big game winter use.	28,590 (5%)

MA	Description	Standards for Recreation and/or Facilities Relevant to Roads and Trails	Acres/Percent of Cabinet 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.	77,237 (15%)
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>	19,795 (4%)
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>	39,542 (8%)
MA 15	Timber Production	Most roads will be available for motorized recreation (up to 3 miles per square mile).	776 (<1%)
MA 16	Timber with Viewing	<p>Most roads will be available for motorized recreation (up to 3 miles per square mile). 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>	1,329 (3%)
MA 17	Viewing with Timber	<p>Most roads will be available for motorized recreation (up to 3 miles per square mile). 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>	39 (<1%)

MA	Description	Standards for Recreation and/or Facilities Relevant to Roads and Trails	Acres/Percent of Cabinet 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.	17,768 (3%)
MA 19	Steep Lands	Local roads will normally be maintained at level 1 (closed).	31,796 (6%)
MA 20	Administrative Sites	NA	149 (<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>	1,649 (<1%)

MA	Description	Standards for Recreation and/or Facilities Relevant to Roads and Trails	Acres/Percent of Cabinet 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.	1,214 (<1%)
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.	913 (<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.	27,605 (5%)
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
MA 31	Mineral Development		136 (<1%)

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 travel) 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 restricted by an area closure under a Forest Order.

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 U.S. Fish and Wildlife Service's 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 consider 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 have 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.

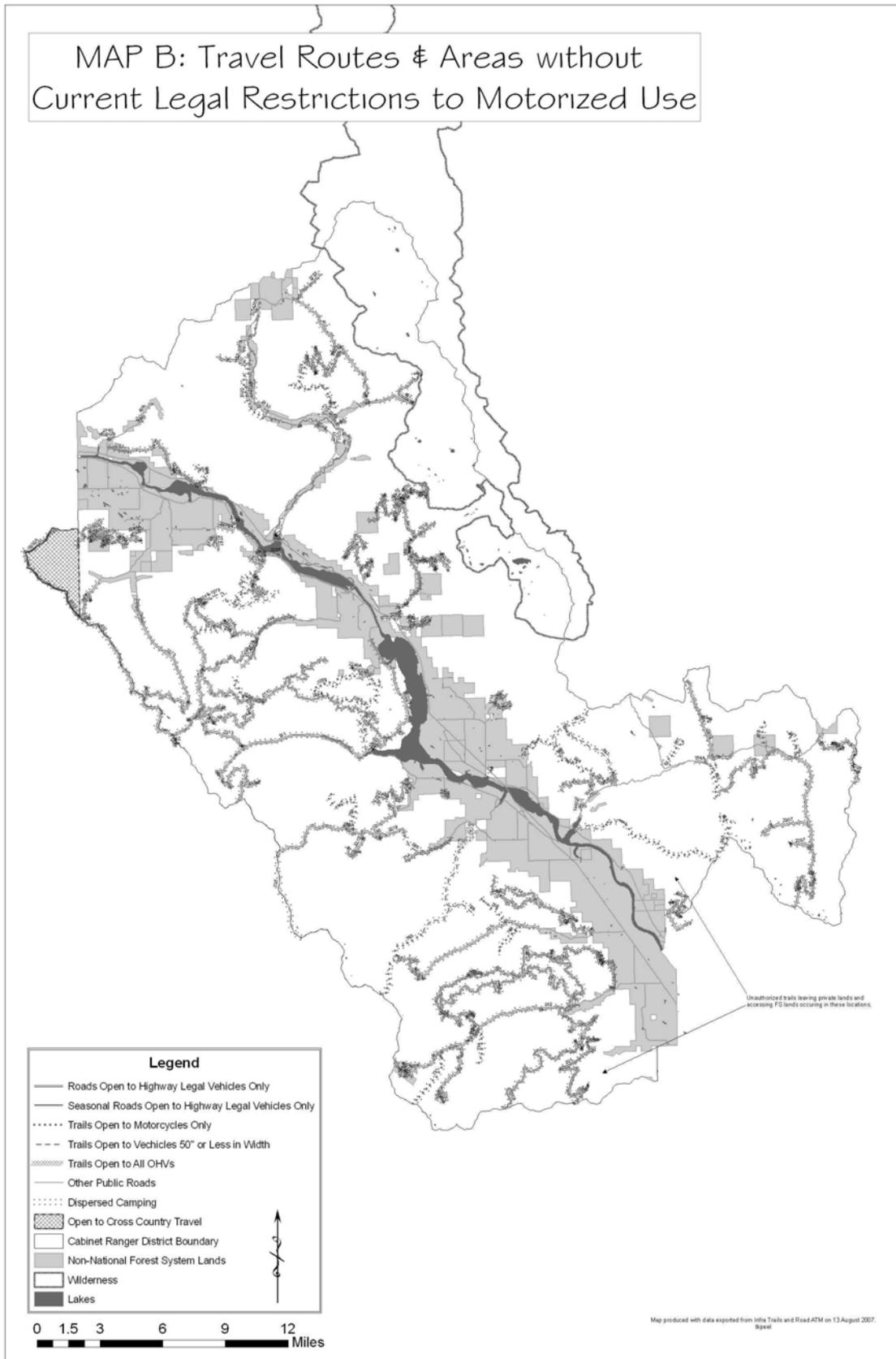
Current Montana laws and regulations restrict travel on any public road, including NFSRs, to highway legal vehicles. An OHV will meet this requirement if properly licensed and equipped with the necessary safety features such as a mirror, horn, headlight and brake lights. Operators must possess a valid 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 900 miles of National Forest System Road on the Cabinet Ranger District. Forty-six percent (420 miles) of these are currently open yearlong or seasonally to highway legal motorized vehicles.

There are approximately 255 miles of National Forest System Trail on the district managed for hiker or stock use. Currently, there are not any designated motorized trails. However, 116 miles of trail lack legal prohibitions to any motorized use and based on tread width, legally allow motorcycle or OHV use. See Table 2: Current Travel Management and Map B for a visual display of open routes.

Table 2: Current Travel Management

Travel Management Status	Route Miles
NFS Roads Open Yearlong to Motorized Use by Hwy Legal Vehicles	362 miles
NFS Roads Open Seasonally to Motorized Use by Hwy to Legal Vehicles July 1 to October 14 December 1 to October 14	44 miles 9 miles
NFS Trails Managed for Hiker and Stock Use	255 miles



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 on 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 (NF) 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 NF Social Assessment (Update, 2003) listed driving roads as an important perceived benefit of the Kootenai NF 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 Clark 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 64% of Forest System roads prohibit motorized use through all or part of the year. Opportunities for providing additional motorized access within the analysis area may be considered where feasible considering requirements for grizzly bear core and elk habitat security standards, as well as accommodating non-motorized recreation values.

Trail Designations

The current trail system within the travel analysis area was designed and is managed for hiker and stock use. 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 and linear road density standards are required in occupied habitat outside the recovery zone. Although most roads in the analysis area are subject to motorized use

prohibitions, 116 miles of trails on the District have no legal prohibition in effect and the allowed motorized use is dependent on tread width. Addressing the need to place legal prohibitions on motor vehicle use on some 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 north of the Clark Fork River and reservoir lies in the grizzly bear recovery zone and opportunities are limited. 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. More opportunities of motorized trail use may exist on the south half of the district outside the recovery zone.

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, approximately 3,978 acres of the Cabinet 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, land types, and Management Area standards in this area are not suitable for motor vehicle use.

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, and 29 emphasize non-motorized or limited (< 0.75 miles per square mile) summer recreation opportunities. MAs 3, 15, 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 year¹, 3 out of 6 BMUs on the District meet standard and the remaining three are within a few

percentage points. Additionally, lands under Federal jurisdiction outside the recovery zone with occupied habitat are subject to linear open road density standards.

Without motor vehicle prohibitions on the unrestricted trails on the District, the two BMUs managed by the Cabinet Ranger District 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 ¹ 06	*	Std.	BY06	*	Std.	BY06	*	BY06	*	BY06	*
2	75	76	NA	20	20	NA	18	15	NA	0.32	NA	88	NA
4	63	63	61	36	36	38	26	26	27	0.30	0.46	64	59
5	60	60	NA	30	27	NA	23	23	NA	0.52	NA	72	NA
6	55	54	NA	34	35	NA	32	33	NA	0.63	NA	66	NA
7	63	67	NA	26	23	NA	23	21	NA	0.41	NA	77	NA
8	55	56	48	32	32	38	20	23	28	0.68	0.82	77	64

* = Status of compliance with unrestricted trails open to motorized.

¹BY = 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.

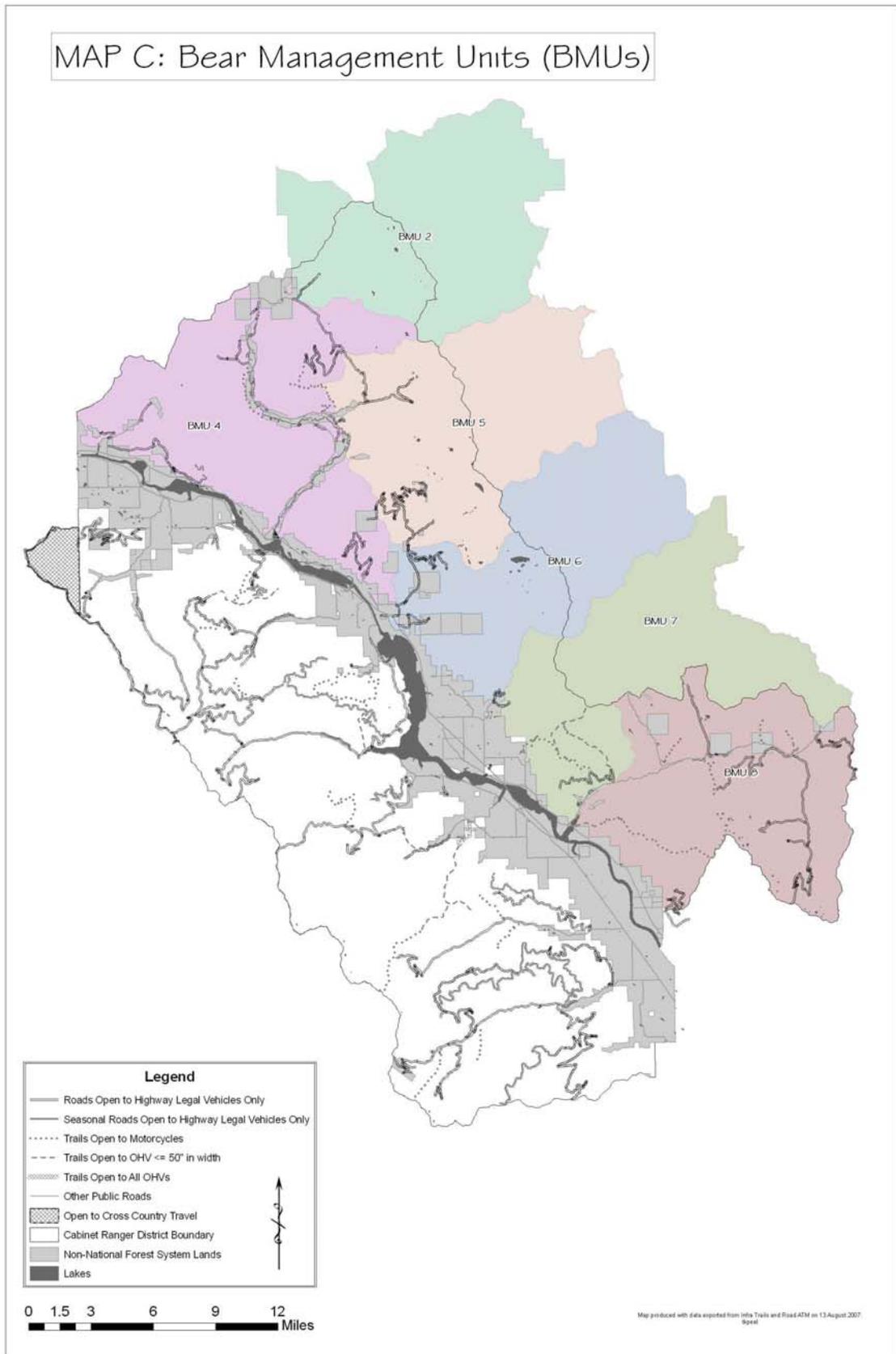
Yellow shading indicates current lack of compliance.

Orange shading indicates potential lack of compliance

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 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 either constructed over existing trails, or trails were abandoned when new roads provided alternative 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 guidelines requiring reductions in motorized route density, an increasing number of roads have been gated or barriered, resulting in a decrease in 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, anglers, back packers, skiers, snowmobile users and other recreationists

Annually, less than 20 percent of the trails on the Kootenai National Forest are fully maintained to their assigned Trail Maintenance Level. Funding is inadequate 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 Capital Investment funds are helpful in providing money to meet deferred maintenance and other maintenance needs from fires on some trails. Trails with the greatest risk to safety and other resources receive maintenance work first, high use trails second. The District is fortunate to have some volunteer groups that 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. Currently seventeen 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 362 miles of yearlong open roads and 53 miles of seasonally open roads on the Cabinet 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 the Montana State Fish Wildlife and Parks and be in the presence of a person possessing a valid driver's license.

Concerns

Trails: Currently there are forty-nine miles of NFS Trails within BMUs that are not subject to any legal prohibition to motorized use (site specific vehicle class restrictions occur, see Appendix B) and as such, they have the potential to affect compliance with grizzly bear habitat standards established by the IGBC. The establishment of legal prohibitions to motorized use on these trails will need to be considered in order to meet the minimum core, OMRD, TMRD, HE and ORD standards. Additional motorized recreation opportunities may be considered but would require closing routes currently open to motorized use.

An additional sixty-seven miles of NFS trails outside the grizzly bear recovery zone are not subject to any legal prohibitions to motorized use (site specific vehicle class restrictions occur, see Appendix B). In some locations, motorized use may be appropriate. In others, Management Area direction, natural resource concerns, and user safety may preclude designating these trails for motorized use.

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 3,978 acres of the Cabinet Ranger District lying in Idaho have no legal prohibition to off-road motorized use. The steep terrain, land types, and Management Area standards make this area inappropriate for designation as a motorized use area.

Other opportunities outside of the grizzly bear recovery zone and "significantly altered" by past and current actions may be considered, however none have been identified at this time. Some areas on the District are receiving some illegal cross-country motorized use and unauthorized trails are being established. This is occurring primarily near private landowners and in most cases is not occurring in locations appropriate for motorized designation (see Map B).

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 either 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. Tribal concerns for specific locations along Marten Creek and the Vermilion River where historic and current Native American use occurs will need to be considered.

Step 5

Describing opportunities and setting priorities

Introduction

The purpose of this step is to:

- Compare the current unrestricted 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 motorized use 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
- Known Public Desire for Motorized Access
- Motorized Loop 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?
NFSR 2211 20 Odd Road	This road is currently blocked for passenger cars/trucks due to washout. Currently accepting/receiving ATV use.	No change from current motorized use. (Designation still Highway Legal motorized use).
NFST 1020 Dry Creek	MAs 11, 14; lies in grizzly core, and in Scotchman Peaks IRA. Much of the motorized use occurring with private landowners in vicinity; motorized prohibitions may have enforcement challenges.	NO
NFST 1028 Berray Mountain West	MAs 18, 24; lies in grizzly core, and in Berray Mountain IRA. Popular hiking trail and ties into popular stock trail. Motorized use potential source of user conflict.	NO
NFST 1070 Loveland Peak	MAs 12, 13, 18, 19; most of trail in Lone Cliff Smeads IRA. Opportunity for a motorized loop trail; seasonal restrictions in accordance with adjacent road system would be needed.	YES
NFST 1077 Smeads Bench	MAs 12, 13; enters Lone Cliff Smeads IRA. Opportunity for a motorized loop trail; seasonal restrictions in accordance with adjacent road system would be needed.	YES
NFST 1078 Skeleton Creek	MAs 10, 12, 13, 18; potential motorized loop opportunity.	YES
NFST 1083 Stevens Ridge	MAs 12, 13, 19; most of trail lies in Huckleberry Mountain IRA. Opportunity for a motorized loop trail; seasonal restrictions in accordance with adjacent road system would be needed.	YES seasonal
NFST 1084 South Fork Pilgrim Creek	MAs 12; ties in to restricted road system.	NO
NFST 1099 Stevens Creek	MAs 12, 13; lies in Huckleberry Mountain IRA. Opportunity for a motorized loop trail; seasonal restrictions in accordance with adjacent road system would be needed.	YES seasonal

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
NFST 731 Dixie Ridge	MAs 2, 19; passes through Maple Peak IRA.	NO
NFST 734 Cub Creek	MAs 11, 12, 19; ties into restricted road system.	NO
NFST 749 Reader Gulch	MAs 12; ties into restricted road system.	NO
NFST 756 Grays Gulch	MAs 10, 12; ties into restricted road system.	NO
NFST 761 Chute Gulch	MAs 2; accesses potential motorized trail opportunity.	YES
NFST 763 Black Peak	MAs 2, 12, 16, 29; Lies on perimeter of Trout Creek IRA and ties into motorized trails on Idaho Panhandle NF. Allowing motorized recreation access loop around IRA may relieve illegal pressure in the interior of this IRA. Portions passing through MA 2 and MA 29 may require a Forest Plan amendment. First two miles of trail is currently legally open to all OHVs based on trail width; designation would be better suited to OHVs less than 50" in width for user safety/conflict issues when tying into remaining motorized trail system.	YES
NFST 766 White Pine Ridge	MAs 12; ties into restricted road system.	NO
NFST 775 Trout Ridge	MAs 29; Lies on perimeter of Trout Creek IRA and ties into motorized trails on Idaho Panhandle NF. Allowing motorized recreation access loop around IRA may relieve illegal pressure in the interior of this IRA. Portions passing through MA 2 and MA 29 may require a Forest Plan amendment.	YES
NFST 785 Minton Pass	MAs 10, 11; passes between two open roads on the southern perimeter of the Trout Creek IRA. Allowing motorized recreation access loop around IRA may relieve illegal pressure on the current motorized prohibition in the interior of this IRA.	YES

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
NFST 799 Sorrel Gulch	MAs 10, 12, 18, 19; ties into restricted road system.	NO
NFST 811 Kismet Creek	MAs 11, 12, 13; Passes through Huckleberry Mountain and Devil's Gap IRAs. Very steep climb; some motorized "play area" recreation occurring near the reservoir.	NO
NFST 845 Water Hill	MAs 5, 10, 19, 29; lies in grizzly core, and in Cataract Creek IRA. Several unauthorized motorized trails are being created in this area to access NFST 845 trail from nearby private property.	NO
NFST 848 Grouse Ridge	MAs 2, 29; lies in grizzly core, and in Cataract Creek IRA. C	NO
NFST 852 Grouse Creek	MAs 13, 14; lies in grizzly core, and in Cataract Creek IRA. Trailhead accessed across Vermilion River.	NO
NFST 861 Elk Mountain	MAs 19; lies in grizzly core, and in Allen Peak IRA. Short trail with limited motorized opportunity.	NO
NFST 877 Moose Peak	MAs 10, 18; lies in grizzly core, and in Allen Peak IRA. Short trail with limited motorized opportunity.	NO
NFST 878 Spring Creek	MAs 2, 14; lies in grizzly core, and in Allen Peak IRA. Short trail with limited motorized opportunity.	NO
NFST 881 Sims Creek	MAs 2; lies in grizzly core, and in Allen Peak IRA. Short trail with limited motorized opportunity. (May be data entry error mileage = 0.01 miles).	NO
NFST 882 Elk Lake	MAs 14; lies in grizzly core, and in Allen Peak IRA. Short trail off open road accessing Elk Lake. Designating open to motorized use may have minimal effect to grizzly bear standards and provides motorized access to a popular recreation site.	YES

Route Number or Area Description	Description of Existing Condition	Consider for Motorized Designation?
NFST 892 West Fork Canyon Creek	MAs 2, 10; lies in grizzly core, and in Galena IRA.	NO
NFST 894 Roe Gulch	MAs 10, 14, 18; lies in grizzly core, and in Galena IRA.	NO
NFST 898 20 Odd Peak	MAs 10; lies in grizzly core, and in Galena IRA.	NO
NFST 903 Canyon Peak	MAs 5; lies in grizzly core, and in Galena IRA.	NO
NFST 966 Devils Club	MAs 2; lies in grizzly core; access wilderness trail (only short portion of trail outside of wilderness area).	NO
NFST 967 Berray Mountain	MAs 10, 11, 13; lies in grizzly core, and in Berray Mountain IRA. Popular area for stock use; possible partnership with Backcountry Horseman for trail maintenance.	NO
NFST 998 Big Eddy	MAs 8, 10, 11 and lies in grizzly core. Trailhead in poor location for safe parking and access; potential trailhead relocation. Popular for stock use.	NO
Portion of Cabinet Ranger District in Idaho	Approximately 3,978 acres: Adjacent to yearlong motorized vehicle area closure to the south, on the Couer D'Alene National Forest of the Idaho Panhandle. The area adjacent to the north on the Kaniksu National Forest of the Idaho Panhandle does not have any area motorized use prohibition. MA 10, 12, 13, 19: all generally non-motorized; terrain is steep and are characteristics are unsuitable for designation for cross country motorized travel.	NO
Dispersed Camping along Open Routes	Current use is occurring along Vermilion River, Marten Creek, Beaver Creek and Pilgrim Creek. Heritage resource concerns along river corridors and terrain conditions may necessitate limiting this opportunity.	YES

**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 362 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. These opportunities would need to be addressed through a NEPA analysis.

National Forest System Trails (NFST)

Although the trails on Cabinet RD are managed for hiker/pedestrian and/or pack and saddle use, many do not currently have any legal prohibition to motorized vehicles. There is a public desire for motorized recreation opportunities. Approximately 40.5 miles of NFS Trails may offer an opportunity for motorized designation. The remaining 75.5 miles need motorized prohibitions to meet Management Area direction, IGBC guidelines and to prevent user conflict.

Cross-Country Travel

Approximately 3,978 acres of NFS lands lying Idaho 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. 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, the steep terrain nor the Management Area direction are suitable for cross country motorized area designation. There is a need to address this concern through a NEPA analysis. No other opportunities for motorized use areas were identified.

Motorized Access for Dispersed Camping

Under the OHV amendment, motorized travel for dispersed camping is allowed 300 feet off any open road. Publishing a MVUM map with the existing condition would display this off both sides of every NFS road. The authority for designations 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). There is a need to identify specific locations where this use would be appropriate and address this concern through a NEPA analysis.

MAP D: Potential Designated Motorized Route System



Legend

- Roads Open to Highway Legal Vehicles Only
- Seasonal Roads Open to Highway Legal Vehicles Only
- Trails Open to Motorcycles Only (Potential Seasonal Prohibitions May Apply)
- - - Trails Open to OHV <= 50" (Potential Seasonal Prohibitions May Apply)
- ▨ Trails Open to All OHVs
- Other Public Roads
- ▭ Cabinet Ranger District Boundary
- ▨ Non-National Forest System Lands
- ▩ Lakes



Map produced with data exported from Info Trails and Road ATM on 13 August 2007.
Speed

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.

Cabinet 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	Designate?
1022	MCKAY CREEK	0.00	1.77	1.77	yearlong	01/01-12/31	YES
1118	DRY CREEK	0.00	1.80	1.80	yearlong	01/01-12/31	YES
1118A	DRY CREEK A	0.00	1.14	1.14	yearlong	01/01-12/31	YES
1119	SWAMP CREEK	3.29	4.32	1.03	yearlong	01/01-12/31	YES
1119B	SWAMP CREEK B	0.00	0.56	0.56	yearlong	01/01-12/31	YES
1162	BULL RIVER CAMPGROUND	0.00	0.49	0.49	yearlong	01/01-12/31	YES
1162A	BULL RIVER CAMPGROUND A	0.00	0.11	0.11	yearlong	01/01-12/31	YES
1162B	BULL RIVER CAMPGROUND B	0.00	0.13	0.13	yearlong	01/01-12/31	YES
1162C	BULL RIVER CAMPGROUND C	0.00	0.14	0.14	yearlong	01/01-12/31	YES
1162D	BULL RIVER CAMPGROUND D	0.00	0.11	0.11	yearlong	01/01-12/31	YES
14356	DRY BULL	0.00	0.88	0.88	yearlong	01/01-12/31	YES
14602	TWENTY ODD SPUR	0.00	0.51	0.51	yearlong	01/01-12/31	YES
14611	DRY BENCH	0.00	0.35	0.35	yearlong	01/01-12/31	YES
14709	14709	0.00	0.14	0.14	yearlong	01/01-12/31	YES
149	PILGRIM CR	4.04	17.47	13.43	yearlong	01/01-12/31	YES
150	ROCK CREEK	1.21	22.66	21.45	yearlong	01/01-12/31	YES
150A	EAST FORK ROCK CR	0.00	1.24	1.24	yearlong	01/01-12/31	YES
150C	ROCK CREEK C	0.00	0.14	0.14	yearlong	01/01-12/31	YES
150M	ROCK CREEK M	0.00	0.24	0.24	yearlong	01/01-12/31	YES
150N	ROCK CREEK N	0.00	0.08	0.08	yearlong	01/01-12/31	YES
151	MARTEN CREEK	2.91	15.49	12.58	yearlong	01/01-12/31	YES
152	BEAVER CREEK	4.32	16.30	11.98	yearlong	01/01-12/31	YES
152E	BEAVER CREEK E	0.00	0.17	0.17	yearlong	01/01-12/31	YES
152F	BEAVER CREEK F	0.00	0.20	0.20	yearlong	01/01-12/31	YES
152G	JACK PINE FLATS	0.00	0.47	0.47	yearlong	01/01-12/31	YES
152J	BEAVER CREEK J	0.00	0.86	0.86	yearlong	01/01-12/31	YES
152K	BEAVER CREEK K	0.00	1.12	1.12	yearlong	01/01-12/31	YES
154A	VERMILION E FISHER A	0.00	0.41	0.41	yearlong	01/01-12/31	YES
154E	VERMILION E FISHER E	0.00	0.28	0.28	yearlong	01/01-12/31	YES

Cabinet 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	Designate?
1912	PEW GULCH	0.00	3.54	3.54	yearlong	01/01-12/31	YES
1913	ELK RIDGE	0.00	1.85	1.85	yearlong	01/01-12/31	YES
1942	NORTH SHORE CG	0.51	0.63	0.12	yearlong	01/01-12/31	YES
1942A	NORTH SHORE CG A	0.00	0.27	0.27	yearlong	01/01-12/31	YES
207	SEVEN PT MTN	0.00	7.50	7.50	yearlong	01/01-12/31	YES
2110	BERRAY PIT	0.00	0.81	0.81	yearlong	01/01-12/31	YES
2116	BULL BERRAY	0.00	0.93	0.93	yearlong	01/01-12/31	YES
214	TROUT CREEK	3.75	6.54	2.79	yearlong	01/01-12/31	YES
215	WHITE PINE CREEK	4.42	15.17	10.75	yearlong	01/01-12/31	YES
215B	WHITE PINE CREEK B	0.00	0.13	0.13	yearlong	01/01-12/31	YES
2200	BIG EDDY CAMPGROUND	0.00	0.45	0.45	yearlong	01/01-12/31	YES
2200A	BIG EDDY CAMPGROUND A	0.00	0.17	0.17	yearlong	01/01-12/31	YES
2200B	BIG EDDY CAMPGROUND B	0.00	0.07	0.07	yearlong	01/01-12/31	YES
2205	GEM PEAK	0.00	2.08	2.08	yearlong	01/01-12/31	YES
2207	MILLER CREEK	0.00	3.14	3.14	yearlong	01/01-12/31	YES
2207	MILLER CREEK	5.72	7.27	1.55	yearlong	01/01-12/31	YES
2208	B PEAK	9.00	10.82	1.82	yearlong	01/01-12/31	YES
2210	ENGLE CR	0.00	0.70	0.70	yearlong	01/01-12/31	YES
2211	20 ODD	0.00	5.93	5.93	yearlong	open to atvs	YES
2213	N BRANCH MARTEN CR	0.00	5.48	5.48	yearlong	01/01-12/31	YES
2217	PARTRIDGE GULCH	0.00	2.43	2.43	yearlong	01/01-12/31	YES
2219	BEECHER PEAK	0.00	1.41	1.41	yearlong	01/01-12/31	YES
2220	POWER LINE	0.00	1.06	1.06	yearlong	01/01-12/31	YES
2222	SEX RIDGE	8.94	20.54	11.60	yearlong	01/01-12/31	YES
2222B	SEX RIDGE B	0.00	0.27	0.27	yearlong	01/01-12/31	YES
2224	PINE CONE CAMP GROUND	0.00	0.08	0.08	yearlong	01/01-12/31	YES
2225	MARTEN CR BAY REC AREA	0.00	0.23	0.23	yearlong	01/01-12/31	YES
2225A	MARTEN CR BAY REC AREA A	0.00	0.20	0.20	yearlong	01/01-12/31	YES
2226	BEECHER FACE	0.51	1.39	0.88	yearlong	01/01-12/31	YES

Cabinet 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	Designate?
2229	CLARK FORK - TROUT CR	18.78	27.31	8.53	yearlong	01/01-12/31	YES
2229A	CLARK FORK - TROUT CR A	0.00	0.80	0.80	yearlong	01/01-12/31	YES
2231	S FK MARTEN CR	0.00	0.17	0.17	yearlong	01/01-12/31	YES
2232	SIMS CREEK	0.00	4.97	4.97	yearlong	01/01-12/31	YES
2234	TRIANGLE POND	0.00	0.66	0.66	yearlong	01/01-12/31	YES
2241	CATARACT PK	0.00	6.60	6.60	yearlong	01/01-12/31	YES
2244	DEVILS GAP	0.00	4.95	4.95	yearlong	01/01-12/31	YES
2246	BURTON ROAD	0.00	1.43	1.43	yearlong	01/01-12/31	YES
2253	LARCH CREEK	0.00	6.95	6.95	yearlong	01/01-12/31	YES
2255	BASIN FOOTE	0.00	0.27	0.27	yearlong	01/01-12/31	YES
2255A	BASIN FOOTE A	0.00	0.69	0.69	yearlong	01/01-12/31	YES
2258	LOST BRANCH	0.00	0.48	0.48	yearlong	01/01-12/31	YES
2262	EMMA CREEK	15.71	21.56	5.85	yearlong	01/01-12/31	YES
2265	HAINES POINT	0.00	3.00	3.00	yearlong	01/01-12/31	YES
2272	BERRAY MTN	0.00	6.11	6.11	yearlong	01/01-12/31	YES
2273	E FK ELK CREEK	1.65	12.28	10.63	yearlong	01/01-12/31	YES
2278	LOST GIRL	0.00	1.36	1.36	yearlong	01/01-12/31	YES
2278A	LOST GIRL A	0.00	0.28	0.28	yearlong	01/01-12/31	YES
2283	LOWER ROCK	0.00	0.72	0.72	yearlong	01/01-12/31	YES
2284	SOUTH ROCK	0.00	0.40	0.40	yearlong	01/01-12/31	YES
2285	ORR GULCH	0.00	7.15	7.15	yearlong	01/01-12/31	YES
2287	MCKAY SADDLE	0.00	1.10	1.10	yearlong	01/01-12/31	YES
2290	BROKEN HILL	0.00	0.22	0.22	yearlong	01/01-12/31	YES
2292	FATMAN	0.00	6.28	6.28	yearlong	01/01-12/31	YES
2292B	FATMAN B	0.00	0.58	0.58	yearlong	01/01-12/31	YES
2292Z	FATMAN ACCESS	0.00	0.15	0.15	yearlong	01/01-12/31	YES
2295	BEAVER PEAK	0.31	8.47	8.16	yearlong	01/01-12/31	YES
2295A	BEAVER PEAK A	0.00	0.51	0.51	yearlong	01/01-12/31	YES
2701	COPPER BULL	0.35	0.99	0.64	yearlong	01/01-12/31	YES

Cabinet 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	Designate?
2702	PILLICK WEST	0.00	0.57	0.57	yearlong	01/01-12/31	YES
2702A	PILLICK WEST A	0.00	0.18	0.18	yearlong	01/01-12/31	YES
2706	SMEADS BENCH	0.00	4.52	4.52	yearlong	01/01-12/31	YES
2706B	SMEADS BENCH B	0.00	0.75	0.75	yearlong	01/01-12/31	YES
2710	HUCKLEBERRY MTN	0.00	5.97	5.97	yearlong	01/01-12/31	YES
2710Y	HUCKLEBERRY MTN Y	0.00	0.08	0.08	yearlong	01/01-12/31	YES
2713	S FK PILGRIM CR	0.00	1.70	1.70	yearlong	01/01-12/31	YES
2721	STAR PEAK	0.00	0.32	0.32	yearlong	01/01-12/31	YES
2722	N FK BULL RIVER	0.00	1.80	1.80	yearlong	01/01-12/31	YES
2722A	N FK BULL RIVER A	0.00	0.05	0.05	yearlong	01/01-12/31	YES
2728	QUEENS CUT	0.00	0.33	0.33	yearlong	01/01-12/31	YES
2730	CABINET RANGER STATION	0.01	0.31	0.30	yearlong	01/01-12/31	YES
2730A	CABINET RANGER STATION A	0.00	0.05	0.05	yearlong	01/01-12/31	YES
2735	GRAYS GULCH	0.00	8.90	8.90	yearlong	01/01-12/31	YES
2735A	GRAYS GULCH A	0.00	0.70	0.70	yearlong	01/01-12/31	YES
2735E	GRAYS GULCH E	0.00	0.36	0.36	yearlong	01/01-12/31	YES
2741	CHICAGO PEAK	0.00	6.68	6.68	yearlong	01/01-12/31	YES
2741A	CHICAGO PEAK A	0.00	0.47	0.47	yearlong	01/01-12/31	YES
2741Q	CHICAGO PEAK Q	0.00	0.05	0.05	yearlong	01/01-12/31	YES
2744	W FK PILGRIM CR	0.00	11.48	11.48	yearlong	01/01-12/31	YES
2745	W FK BLUE CREEK	0.00	1.30	1.30	yearlong	01/01-12/31	YES
2745A	W FK BLUE CREEK A	0.00	0.19	0.19	yearlong	01/01-12/31	YES
2746	STEVENS PEAK	1.48	2.20	0.72	yearlong	01/01-12/31	YES
2746A	STEVENS PEAK A	0.98	1.58	0.60	yearlong	01/01-12/31	YES
2747	RICE DRAW	0.00	0.72	0.72	yearlong	01/01-12/31	YES
2748	RICE PADDY	0.00	0.50	0.50	yearlong	01/01-12/31	YES
2749	RICE LOOP	1.78	2.53	0.75	yearlong	01/01-12/31	YES
2796	BERRAY CREEK	0.00	0.06	0.06	yearlong	01/01-12/31	YES
301	LITTLE BEAVER	0.00	14.79	14.79	yearlong	01/01-12/31	YES

Cabinet 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	Designate?
322	TUSCOR CREEK	1.94	12.41	10.47	yearlong	01/01-12/31	YES
322A	MINTON PEAK LOOKOUT	0.00	0.62	0.62	yearlong	01/01-12/31	YES
3332	DIVIDE	0.00	4.42	4.42	yearlong	01/01-12/31	YES
3332A	DIVIDE A	0.00	2.11	2.11	yearlong	01/01-12/31	YES
367	GRAVES VERMILION	10.50	23.87	13.37	yearlong	01/01-12/31	YES
407	E FK BULL RIVER	2.97	7.88	4.91	yearlong	01/01-12/31	YES
407A	E FK BULL RIVER A	0.00	0.14	0.14	yearlong	01/01-12/31	YES
409	BLUE CREEK	2.64	3.69	1.05	yearlong	01/01-12/31	YES
410	S FK BULL RIVER	1.92	11.49	9.57	yearlong	01/01-12/31	YES
430	JACKS GULCH-CLRK FK CDA DIVIDE	6.04	19.52	13.48	yearlong	01/01-12/31	YES
430D	CLARK FK CDA DIVIDE D	0.00	0.16	0.16	yearlong	01/01-12/31	YES
430Z	CLARK FK CDA DIVIDE Z	0.00	0.24	0.24	yearlong	01/01-12/31	YES
443	TROUT CREEK GS	0.00	0.30	0.30	yearlong	01/01-12/31	YES
7593	BEND VERMILION	16.56	21.42	4.86	yearlong	01/01-12/31	YES
					SEASONAL		
2214	STEVENS RIDGE	0.00	10.04	10.04	seasonal	12/01-10/14	YES
2706	SMEADS BENCH	4.52	8.23	3.71	seasonal	12/01-10/14	YES
2222	SEX RIDGE	0.00	8.94	8.94	seasonal	07/01-10/14	YES
2223	LARCH POINT	0.00	7.55	7.55	seasonal	07/01-10/14	YES
2246	BURTON ROAD	1.43	3.78	2.35	seasonal	07/01-10/14	YES
2246A	BURTON CREEK A	0.00	2.71	2.71	seasonal	07/01-10/14	YES
2257	GREEN GULCH	0.00	7.79	7.79	seasonal	07/01-10/14	YES
2265	HAINES POINT	3.00	9.57	6.57	seasonal	07/01-10/14	YES
2710	HUCKLEBERRY MTN	5.97	10.78	4.81	seasonal	07/01-10/14	YES
2734	PINE TROUT	0.00	3.68	3.68	seasonal	07/01-10/14	YES

Cabinet Ranger District Motor Vehicle Use Designation
Appendix B
National Forest System Trails

TRAIL NO.	TRAIL NAME	BMP	EMP	SEGMENT LENGTH	SEASON OPEN	ALLOWED USE STRATEGY	VEHICLE CLASS "ALLOWED"
1020	DRY CREEK	0.00	3.70	3.70	yearlong	accept motorcycles	Motorcycles
1028	BERRAY MOUNTAIN WEST	0.00	1.60	1.60	yearlong	discourage motorcycles	Motorcycles
1070	LOVELAND PEAK	0.00	4.00	4.00	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV ≤50", Tracked OHV ≤ 50", Other OHV ≤ 50"
1077	SMEADS BENCH	0.00	4.00	4.00	yearlong	discourage motorcycles	Motorcycles
1078	SKELETON CREEK	0.00	2.40	2.40	yearlong	discourage motorcycles	Motorcycles
1083	STEVENS RIDGE	0.00	5.50	5.50	yearlong	discourage motorcycles	Motorcycles
1084	SOUTH FORK PILGRIM CREEK	1.50	3.70	2.20	yearlong	discourage motorcycles	Motorcycles
1099	STEVENS CREEK	0.00	3.40	3.40	yearlong	discourage motorcycles	Motorcycles
731	DIXIE RIDGE	0.00	3.10	3.10	yearlong	discourage motorcycles	Motorcycles
734	CUB CREEK	0.00	2.00	2.00	yearlong	discourage motorcycles	Motorcycles
749	READER GULCH	0.00	2.40	2.40	yearlong	discourage motorcycles	Motorcycles
756	GRAYS GULCH	0.00	2.20	2.20	yearlong	discourage motorcycles	Motorcycles
761	CHUTE GULCH	0.00	0.50	0.50	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV ≤50", Tracked OHV ≤ 50", Other OHV ≤ 50"
763	BLACK PEAK	0.00	2.00	2.00	yearlong	accept 1.2 (Standard OHV/Terra OHV)	All OHVs, ATVs, and motorcycles.
763	BLACK PEAK	2.00	8.10	6.10	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV ≤50", Tracked OHV ≤ 50", Other OHV ≤ 50"
763	BLACK PEAK	8.10	12.80	4.70	yearlong	discourage motorcycles	Motorcycles
766	WHITE PINE RIDGE	0.00	1.40	1.40	yearlong	accept 1.2.2 (OHV < 50")	Motorcycle, ATV, Wheeled OHV ≤50", Tracked OHV ≤ 50", Other OHV ≤ 50"

Cabinet Ranger District Motor Vehicle Use Designation
Appendix B
National Forest System Trails

TRAIL NO.	TRAIL NAME	BMP	EMP	SEGMENT LENGTH	SEASON OPEN	ALLOWED USE STRATEGY	VEHICLE CLASS "ALLOWED"
775	TROUT RIDGE	0.00	4.75	4.75	yearlong	accept 1.2.2 (OHV < 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
775	TROUT RIDGE	4.75	5.00	0.25	yearlong	discourage motorcyles	Motorcycles
785	MINTON PASS	0.00	2.20	2.20	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
799	SORREL GULCH	0.00	4.00	4.00	yearlong	discourage motorcyles	Motorcycles
799	SORREL GULCH	4.00	4.30	0.30	yearlong	accept 1.2.2 (OHV < 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
811	KISMET CREEK	0.00	2.30	2.30	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
811	KISMET CREEK	2.30	3.50	1.20	yearlong	discourage motorcyles	Motorcycles
845	WATER HILL	0.00	1.50	1.50	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
845	WATER HILL	1.50	11.80	10.30	yearlong	discourage motorcyles	Motorcycles
848	GROUSE RIDGE	0.00	0.70	0.70	yearlong	discourage motorcyles	Motorcycles
852	GROUSE CREEK	0.00	2.90	2.90	yearlong	discourage motorcyles	Motorcycles

Cabinet Ranger District Motor Vehicle Use Designation
Appendix B
National Forest System Trails

TRAIL NO.	TRAIL NAME	BMP	EMP	SEGMENT LENGTH	SEASON OPEN	ALLOWED USE STRATEGY	VEHICLE CLASS "ALLOWED"
852	GROUSE CREEK	2.90	3.00	0.10	yearlong	accept 1.2.2 (OHV < 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
861	ELK MOUNTAIN	0.00	0.50	0.50	yearlong	accept 1.2.2 (OHV < 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
861	ELK MOUNTAIN	0.50	3.40	2.90	yearlong	discourage motorcyles	Motorcycles
877	MOOSE PEAK	0.00	3.30	3.30	yearlong	discourage motorcyles	Motorcycles
878	SPRING CREEK	0.00	1.30	1.30	yearlong	discourage motorcyles	Motorcycles
881	SIMS CREEK	0.00	0.30	0.30	yearlong	discourage motorcyles	Motorcycles
882	ELK LAKE	0.00	1.00	1.00	yearlong	discourage motorcyles	Motorcycles
892	WEST FORK CANYON CREEK	0.00	3.60	3.60	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
892	WEST FORK CANYON CREEK	3.60	4.40	0.80	yearlong	discourage motorcyles	Motorcycles
894	ROE GULCH	0.00	3.40	3.40	yearlong	discourage motorcyles	Motorcycles
898	20 ODD PEAK	0.00	1.00	1.00	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
898	20 ODD PEAK	1.00	5.50	4.50	yearlong	discourage motorcyles	Motorcycles
903	CANYON PEAK	0.00	3.60	3.60	yearlong	discourage 1.2.2 (OHV ≤ 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
966	DEVILS CLUB	0.00	1.00	1.00	yearlong	discourage motorcyles	Motorcycles

Cabinet Ranger District Motor Vehicle Use Designation
Appendix B
National Forest System Trails

TRAIL NO.	TRAIL NAME	BMP	EMP	SEGMENT LENGTH	SEASON OPEN	ALLOWED USE STRATEGY	VEHICLE CLASS "ALLOWED"
967	BERRAY MOUNTAIN	0.00	0.50	0.50	yearlong	accept 1.2.2 (OHV < 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"
967	BERRAY MOUNTAIN	0.50	5.30	4.80	yearlong	discourage motorcyles	Motorcycles
998	BIG EDDY	0.00	2.30	2.30	yearlong	accept 1.2.2 (OHV < 50")	Motorcycle, ATV, Wheeled OHV <=50", Tracked OHV <= 50", Other OHV <= 50"

KANIKSU NATIONAL FOREST
(Administered by the KOOTENAI NATIONAL FOREST)
1101 US Hwy 2 West
Libby, MT 59923
Forest Supervisor's Order

Pursuant to 36 Code of Federal Regulations 261.50 (a) and (b) the following restrictions are in effect on the Cabinet Ranger District, Kaniksu National Forest, Lincoln and Sanders County, MT. 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.

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 Cabinet Ranger District and listed in Attachment A hereby made part of this order, are closed to all motorized vehicles, unless specified otherwise in Attachment A or so denoted on the current Cabinet District Travel Access Map.

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 Cabinet Ranger District and listed in Attachment B are closed to all motorized vehicles, unless specified otherwise in Attachment B or denoted on the current Cabinet District Travel Access Map.

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 Cabinet Ranger District and listed in Attachment C hereby made part of this order are closed to all motorized vehicles off of National Forest System Roads and Trails, unless specified otherwise in Attachment C or so denoted on the current Cabinet District Travel Access Map.

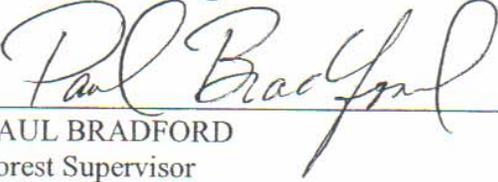
A list of the roads (Attachment A), trails (Attachment B) and area closures (Attachment C), with the closure date codes denoting the time period closed and type of vehicle restrictions is attached and hereby made part of this Order. These restrictions are further described and defined on the “current” Cabinet 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 23rd 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"
Special Order Number D07-032-L-06
ROADS WITH TRAVEL RESTRICTIONS TO MOTORIZED VEHICLES
FOR THE
CABINET RANGER STATION

ATTACHMENT "A"

Road Number	Road Name	Map Code
407	EAST FORK BULL RIVER	09
2212	SIEVERS RIDGE	09
2217	PARTRIDGE GULCH	09
2224	MOSQUITO PEAK	09
2240	SKEETER BUG	09
2256	LOST RIDGE	09
2266	UPPER EMMA	09
2713	SOUTH FORK PILGRIM	09
2721	ELEY GULCH	09
2796	DOBRANSKI	09
2797	BERRAY RIDGE	09
14601	LOCAL HOLIDAY	09
14616	DEAD FAT	09
14640	SOLDIER CAMP	09
1118	DRY CREEK	09
14605	LOWER FIRE CREEK	09
14606	UPPER FIRE CREEK	09
14610	SNAKE RIDGE	09
14612	BERRAY MTN SPUR	09
14613	UPPER BERRAY RIDGE SPUR	09
14619	LARCH SADDLE	09
14620	LARCH RIDGE	09
14620A	LARCH RIDGE A	09
14620B	LARCH RIDGE B	09
14621	UPPER BURR GULCH	09
14622	LOWER BURR GULCH	09
14626	GRAY RIDGE	09
14629	LOWER HOLIDAY	09
14630	PINE CREEK B	05
14631	LOCAL HOLIDAY	09
14640H	SOLDIER CAMP H	09
14641	SAWDUST	09
14641A	SAWDUST	09
14650	LARCH FOOTE	09
14650A	LARCH FOOTE A	09
148D	SILVER BUTTE PASS D	09
150A	E.FORK ROCK CREEK	05
150B	ROCK CREEK B	05
150H	ROCK CREEK H	09
150S	ROCK CREEK S	09
150T	ROCK CREEK T	09

Road Number	Road Name	Map Code
150U	ROCK CREEK U	09
150Z	ROCK CREEK Z	09
1910	PEW RIDGE	09
1911	UPPER WILLOW	09
1912A	PEW GULCH A	09
1912B	PEW GULCH B	09
1912C	PEW GULCH C	09
1912D	PEW GULCH D	09
1913	ELK RIDGE	09
1913A	ELK RIDGE A	09
1944	BURR KNOB	09
2018	SNAKE PASS	09
207	SEVEN PT MTN	09
207D	207D	09
214	TROUT CREEK	09
2146	2146	09
2149	FAT MAN SADDLE SPUR	09
2152	LOWER MCKAY RIDGE	09
2153	WILLOW BOTTOM	09
2153A	WILLOW BOTTOM A	09
2153B	WILLOW BOTTOM B	09
215C	WHITE PINE CREEK C	09
215S	WHITE PINE CREEK S	09
216A	NOXON GUARDSTATION	09
2203	QUEER RIDGE	09
2203A	QUEER RIDGE A	09
2203B	QUEER RIDGE B	09
2204	QUEER CR	09
2205A	GEM PEAK A	09
2206	COLD CR	09
2207	MILLER CR	09
2207C	MILLER CR C	09
2208	B PEAK	09
2208A	B PEAK A	09
2208E	B PEAK E	09
2209	CONTROL CR	09
2210	ENGLE CR	09
2211	20 ODD	09
2211A	COPPER RIDGE	09
2211B	20 ODD B	09
2212A	SIEVERS RIDGE A	09
2213D	N BRANCH MARTEN CR D	09
2214	STEVENS RIDGE	02
2214A	STEVENS RIDGE A	05
2214H	STEVENS RIDGE H	05
2215	SADDLE CREEK	09
2216	87 MILE PEAK	09
2218	VEALS GULCH	09
2219	BEECHER PEAK	09
2219A	BEECHER PEAK A	09
2220	POWER LINE	09
2221	SKEETER	09
2221A	SKEETER A	09

Road Number	Road Name	Map Code
2221B	SKEETER B	09
2222	SEX RIDGE	02
2222N	HAYSTACK	09
2222R	BEAR GULCH	09
2222S	LOWER BEAR GULCH	09
2223	LARCH POINT	02
2223A	FOOTE GULCH	09
2226	BEECHER FACE	09
2226A	BEECHER FACE A	09
2226B	BEECHER FACE B	09
2226C	BEECHER FACE C	09
2226D	BEECHER FACE D	09
2226F	BEECHER FACE F	09
2226G	2226G	09
2227	TUSCOR DRAW	09
2228	MCNEELEY RIDGE	09
2228A	MCNEELEY RIDGE A	09
2228B	MCNEELEY RIDGE B	09
2228C	MCNEELEY RIDGE C	09
2230	BURTON RIDGE	09
2231	S FK MARTEN CR	09
2233	BURTON CREEK	02
2235	LION CREEK	09
2236	CHARRED CREEK	09
2237	UPPER BEAR CR	09
2237A	UPPER BEAR CREEK A	09
2238	RUSH RIDGE	09
2240A	SKEETER BUG A	09
2240B	SKEETER BUG B	09
2241	CATARACT PK	09
2241A	SPRING GULCH A	09
2242	BURTON FACE	09
2243	MCNEELEY CREEK	09
2244A	DEVILS GAP A	09
2245	SOUTH FAT	09
2246	BURTON CREEK	09
2246A	BURTON CREEK A	09
2251	WOODCHUCK CREEK	09
2252	BLACK BEAR BASIN	09
2253A	LARCH CREEK A	09
2254	RIPPER CREEK	09
2255	BASIN FOOTE	09
2257	GREEN GULCH	02
2257A	GREEN GULCH A	09
2257B	GREEN GULCH B	09
2257C	GREEN GULCH C	09
2258	LOST BRANCH	09
2262	EMMA CREEK	09
2262C	EMMA CREEK C	09
2262D	EMMA CREEK D	09
2262G	EMMA CREEK G	09
2263	EAST CUB	09
2265	HAINES POINT	02

Road Number	Road Name	Map Code
2265A	HAINES POINT A	09
2267	HAINES RIDGE	09
2269	W FK EMMA CREEK	09
2272A	BERRAY MTN A	09
2272B	BERRAY MTN B	09
2272C	BERRAY MTN C	09
2272D	BERRAY MTN D	09
2272E	BERRAY MTN E	09
2272G	BERRAY MTN G	09
2272H	BERRAY MTN H	09
2272K	BERRAY MTN K	09
2274	E SNAKE CREEK	05
2275	BERRAY RIDGE	09
2275A	BERRAY RIDGE A	09
2276	UPPER BERRAY RIDGE	09
2276A	UPPER BERRAY RIDGE A	09
2278	LOST GIRL	09
2278B	LOST GIRL B	09
2279	BLACK SNAG SPUR	09
2280	GOV'T RIDGE	09
2280C	GOV'T RIDGE C	09
2280D	GOV'T RIDGE D	09
2281	BASIN CREEK	09
2281A	BASIN CREEK A	09
2281C	BASIN CREEK C	09
2282	TRANSLATOR ROAD	09
2283	LOWER ROCK	09
2285	ORR GULCH	09
2287	MCKAY SADDLE	09
2287A	MCKAY SADDLE A	09
2288	MCKAY RIDGE	09
2289	GOAT ROCKS	05
2289C	GOAT ROCKS C	05
2290	BROKEN HILL	09
2290A	BROKEN HILL A	09
2290B	BROKEN HILL B	09
2290C	BROKEN HILL C	09
2291	S BRANCH DRY CREEK	09
2292A	FATMAN A	09
2292E	FATMAN E	09
2293	DEAD HORSE	09
2293M	DEAD HORSE M	09
2294	FATMAN SADDLE	09
2294C	FATMAN SADDLE C	09
2294D	FATMAN SADDLE D	09
2294E	FATMAN SADDLE E	09
2295A	BEAVER PEAK A	09
2295B	BEAVER PEAK B	09
2295F	BEAVER PEAK F	09
2295H	BEAVER PEAK H	09
2295K	BEAVER PEAK K	09
2296	WEST FAT	09
2296A	WEST FAT A	09

Road Number	Road Name	Map Code
2296B	WEST FAT B	09
2296C	WEST FAT C	09
2700	LITTLE BUG	09
2704	W FK RICE DRAW	09
2704B	WEST FORK RICE DRAW B	09
2706	SMEADS BENCH	01
2706C	SMEADS BENCH C	09
2709	STEVENS FACE	09
2710	HUCKLEBERRY MTN	02
2710G	HUCKLEBERRY MTN G	09
2711	TELEGRAPH CREEK	09
2711A	TELEGRAPH CREEK A	09
2712	MCKAY FACE	09
2714	LOWER ENGLE	09
2716	NORTH MCKAY	09
2716A	NORTH MCKAY A	09
2717	ENGLE FACE	09
2718	FUNNY BONE	09
2719	SKULL	09
2720	ANDERSON GULCH	09
2720A	ANDERSON GULCH A	09
2726	HELWICK PEAK	09
2726A	HELWICK PEAK A	09
2728A	QUEENS CUT A	05
2731	QUARRY BOTTOM	09
2733	UPPER CONTROL CR	09
2734	PINE TROUT	02
2735	GRAYS GULCH	09
2735A	PINE CREEK	05
2735B	GRAYS GULCH B	09
2735D	GRAYS GULCH D	09
2736	LOWER BERRAY RIDGE	09
2737	SNOW GULCH	09
2740	WIGGLETAIL	09
2742	IBEX	09
2743	CHIPPEWA	09
2743A	CHIPPEWA A	09
2744A	W FK PILGRIM CR A	09
2744B	W FK PILGRIM CR B	09
2744C	W FK PILGRIM CR C	09
2744D	W FK PILGRIM CR D	09
2744H	W FK PILGRIM CR H	09
2744K	W FK PILGRIM CR K	09
2745	W FK BLUE CREEK	09
2745A	WEST FORK BLUE CREEK A	09
2745B	W FK BLUE CREEK B	09
2745D	W FK BLUE CREEK D	09
2745E	W FK BLUE CREEK E	09
2746	STEVENS PEAK	09
2746A	STEVENS PEAK A	09
2747	RICE DRAW	09
2748	RICE PADDY	09
2749	RICE LOOP	09

Road Number	Road Name	Map Code
2750	UPPER RICE DRAW	09
2753	RICE DRAW	09
2754	LOWER RICE	09
2754A	LOWER RICE A	09
2755	DEER CREEK	09
2759	2759	09
2760	UPPER QUEER CR	09
2760A	UPPER QUEER CR A	09
2761	WILLOW CREEK	09
2761B	WILLOW CREEK B	09
2763	ROCK FACE	09
2763A	ROCK FACE A	09
2763B	ROCK FACE B	09
2763C	ROCK FACE C	05
2765	SOLDIER CAMP	09
2765D	SOLDIER CAMP D	09
2769	2769	09
2769A	2769A	09
2771	BEAR CR	09
2778	2778	09
2778A	2778A	09
2779	2779	09
2779A	2779A	09
2790	COLE CREEK	09
2790B	COLE CREEK B	09
2795	READER CREEK	09
301A	LITTLE BEAVER A	09
301B	LITTLE BEAVER B	09
301D	LITTLE BEAVER D	09
301E	HAINES GULCH	09
322A	MINTON PEAK LO	09
322B	TUSCOR CREEK B	09
322C	322C	09
322D	TUSCOR CREEK D	09
3332A	DIVIDE A	05
367A	SNOW GULCH	09
367B	CHILLY CREEK	09
367E	GRAVES VERMILION E	09
503	BERRAY KNOB	09
503B	BERRAY KNOB B	09
503C	BERRAY KNOB C	09
503D	BERRAY KNOB D	09
6010	DRY GULCH	09
6010A	DRY GULCH A	09
6010B	DRY GULCH B	09
6010C	DRY GULCH C	09
6010E	DRY GULCH E	09
7593C	BEND VERMILION C	09
7593D	BEND VERMILION D	09

ATTACHMENT "B"
Special Order Number D07-032-L-06
TRAILS WITH TRAVEL RESTRICTIONS TO MOTORIZED VEHICLES
FOR THE
CABINET RANGER STATION

TRAIL		RESTRICTED		RESTRICTION
NUMBER CODE	TRAIL NAME	PORTION	LEGAL DESCRIPTION	
646	ST PAUL LAKE	ALL	T27N; R32W; SEC 3; END OF SPUR ROAD #407A	05
725	EMMA CREEK	ALL	T22N; R31W; SEC 4; END OF SW SPUR ROAD OFF BEAVER CR. ROAD #152	09
772	GRANITE CREEK	ALL	T23N; R32W; SEC 5; JCT. WITH EAST FORK N.R.T. #774	05
774	TROUT CREEK N.R.T.	ALL	T24N; R32W; SEC 33; GATE AT END OF ROAD #214; JCT WITH ROAD #430	05
779	ATTLEBURY	ALL	T23N; R33W; SEC 14; JCT. WITH N.R.T. #774; END OF ROAD #430	05
784	ROBIN RUN	ALL	T24N; R33W; SEC 25; END OF ROAD #2217	05
795	W. FK. TROUT CREEK	ALL	T24N; R33W; SEC 28; JCT OF MINTON CREEK ROAD #322 & ROAD #322D	05
842	W. FK. CATARACT CR.	ALL	T24N; R30W; SEC 16; JCT. CATARACT TR. #847; JCT. WATER HILL TR. #845	05
847	CATARACT CREEK	ALL	T24N; R30W; SEC 8; END OF SE SPUR ROAD OFF VERMILION ROAD #154	05
855	BEAR CREEK	ALL	T24N; R29W; SEC 7; JCT. WITH ROAD #207; JCT WITH ROAD #2237A	09
912	SWAMP CREEK	ALL	T25N; R31W; SEC 17; END OF SWAMP CREEK ROAD #1119	05
912A	BUCK LAKE	ALL	T26N; R36W; SEC 15; JUNCTION WITH SWAMP CREEK TRAIL #912	05
921	GOAT RIDGE	ALL	T25N; R32W; SEC 1; END OF GREEN MOUNTAIN ROAD #2282	05
923	BEAR PAW	ALL	T26N; R32W; SEC 32; FOREST/PRIVATE LAND BOUNDARY	05
924	WANLESS LAKE	ALL	T26N; R32W; SEC 30; FOREST/PRIVATE LAND BOUNDARY	05
926	ENGLE PEAK	ALL	T26N; R32W; SEC 36; FOREST/STATE LAND BOUNDARY	05
932	ENGLE LAKE	ALL	T26N; R32W; SEC 13; END OF ORR CREEK ROAD #2285	05
935	ROCK LAKE	ALL	T26N; R32W; SEC 2; GATE ON EAST FORK ROCK CREEK ROAD #150A	05
966	DEVILS CLUB	ALL	T28N; R32W; SEC 34; END OF EAST FORK BULL RIVER ROAD #407	05
987	DAD PEAK	ALL	T28N; R32W; SEC 33; 3.6 MILES ON GATED ROAD #2289	05
972	N. FK. BULL RIVER	ALL	T28N; R33W; SEC 1; END OF NORTH FORK BULL RIVER ROAD #2722	05
978	M. FK. BULL RIVER	ALL	T28N; R33W; SEC 11; END OF SPUR ROAD #2722B	05
993	MORAN BASIN	ALL	T27N; R32W; SEC 16; END OF LOST GIRL ROAD #2278	05
997	BLACKTAIL CREEK	ALL	T27N; R33W; SEC 31; SPUR ROAD OF OFF HWY 200	05
998	BIG EDDY	TRAIL	T27N; R34W; SEC 24; END OF ROADED TRAIL SECTION	05
1016	STAR GULCH	ALL	T27N; R33W; SEC 5; JUNCTION WITH DRY CREEK TRAIL #1020	05
1019	HAMILTON GULCH	ALL	T27N; R33W; SEC 5; JUNCTION WITH DRY CREEK TRAIL #1020	05
1021	W. FK. DRY CREEK	ALL	T28N; R33W; SEC 30; END OF DRY CREEK ROAD #1118	09
1035	NAPOLEON GULCH	ALL	T27N; R33W; SEC 9; JUNCTION WITH DRY CREEK TRAIL #1020	05
1036	PILIK RIDGE	ALL	T27N; R33W; SEC 12; JUNCTION WITH LOOP ROAD #2702	05
1071	RICE DRAW	ALL	T26N; R34W; SEC 13; JCT. WITH ROAD #2704; JCT. WITH ROAD #2749	09

For legal description of areas accessed by trails, refer to attached map and restriction codes shown on travel access map and made part of this order.

TRAILS WITHIN LAKE BASINS WITH STOCK USE RESTRICTIONS

646 BASIN	ST PAUL LAKE	T27N; R32W; SEC 13 & 24	STOCK NOT ALLOWED WITHIN THE ST PAUL LAKE
924	WANLESS LAKE	T26N; R31W; SEC 15 & 16	STOCK NOT ALLOWED PAST UPPER LAKE #4

ATTACHMENT C

Special Order Number D07-032-L-06

CABINET RANGER DISTRICT

KOOTENAI NATIONAL FOREST

CATARACT CREEK CLOSURE AREA

The Cataract Creek Closure Area consists of one tract and is defined as all National Forest System lands in all or portions of the following sections: Township 24 North, Range 30 West, Sections 8, 9, 10, 11, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 27, 28, and 29.

This area includes the entire Cataract Creek drainage.

TROUT CREEK CLOSURE AREA

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

This area includes the entire East Fork of the Trout Creek drainage to its confluence with Granite Creek; the entire Attlebury Creek drainage; and the entire West Fork of the Trout Creek drainage, excluding Partridge Gulch. The primitive road connecting Attlebury Trail 779, and Forest Development Road 270 located in Idaho, is not included in this area.

NORTH AND MIDDLE FORKS BULL RIVER CLOSURE AREAS

The North and Middle Forks Bull River Closure Areas consists of two tracts and is defined as all National Forest System lands in all or portions of the following sections: Township 28 North, Range 32 West, Sections 6, 7, 19, 20, 29, and 30; Township 28 North, Range 33 West, Sections 1, 2, 11, 12, and 13; Township 29 North, Range 33 West, Sections 34 and 35.

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

SOUTH CABINET MOUNTAINS CLOSURE AREA

The South Cabinet Mountains Closure Area consists of three tracts and is defined as all National Forest System lands in all or portions of the following sections: Township 25 North, Range 31 West, Sections 2, 3, 4, 9, 10, and 11; Township 26 North, Range 31 West, Sections 4, 5, 6, 8, 9, 16, 17, 18, 19, 20, 21, 28, 29, 30, 32, 33, and 34; Township 26 North, Range 32 West, Section 1.

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

BILLIARD TABLE CLOSURE AREA

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

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

Glossary

- **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 m²) 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 multiplayer 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.)