

ROADLESS / WILDERNESS

One issue was identified in regard to potential effects on inventoried roadless areas (IRAs) and the Middle Fork Judith Wilderness Study Act (WSA) area characteristics.

CURRENT AND POTENTIAL EFFECTS ON INVENTORIED ROADLESS AREAS AND ONE WILDERNESS STUDY AREA.

The amount and types of access within inventoried roadless areas and the Middle Fork Judith Wilderness Study areas (WSA) can affect characteristics such as opportunity for solitude, sense of remoteness, and natural integrity.

1. EXISTING CONDITION

Inventoried Roadless Areas There are seventeen inventoried roadless areas within the analysis area for this travel planning effort. The original inventory of roadless lands took place in the early 1970s through the RARE (Roadless Area Review and Evaluation) I process, and then again in the late 1970s during RARE II. The RARE process was intended to evaluate the potential for such roadless areas to be included in the wilderness preservation system. This process was completed through development of the Lewis and Clark Forest Plan, which made recommendations on whether individual inventoried roadless areas should be considered for wilderness designation. None of the inventoried roadless lands within the analysis area for this travel planning effort were recommended for inclusion as wilderness.

Table III-36 below identifies inventoried roadless areas within the analysis area, their Forest Plan net acreage, and a brief synopsis of wilderness characteristics. These areas are more fully described in Appendix C of the Lewis and Clark National Forest Plan (Forest Plan).

Within the project area, roughly 213,800 acres, or 42 percent of inventoried roadless lands (including the Middle Fork Judith and surrounding roadless lands...see below) are within a Forest Plan management area (MA F) that would not allow new road construction. Motorized trails, however, are allowed within these management areas. The remaining management areas allow for activities such as road building or other land managing activities that could alter roadless characteristics. Since the Forest Plan was released in 1986, approximately 10,860 acres have been added to the inventoried roadless lands through the Galt land exchange in the Crazy Mountains, and 4,855 acres have been affected by timber harvest or road construction. (1999 and 2000-2001 Forest Plan Monitoring reports).

Map 7 shows the location of the inventoried roadless areas within the project boundary and the Middle Fork Judith Wilderness Study Area.

Middle Fork Judith Wilderness Study Area In addition, the analysis area contains the 82,088 acre Middle Fork Judith Wilderness Study Area (WSA), as identified in the statute establishing the WSA, with its adjoining 8,398 acres of inventoried roadless area (a total of 90,486 acres, using GIS calculations).

The Middle Fork Judith was one of nine areas in Montana designated by the United States Congress as a Wilderness Study Area under the Montana Wilderness Study Area Act (Public Law 95-150).

Table III-36. Inventoried Roadless Areas, Forest Plan Net Acres and Brief Description of Wilderness Characteristics

Roadless Area Number/Name	Forest Plan Net Acres (includes adjustments made through NEPA decisions)	Natural Integrity	Apparent Naturalness	Opportunity for Solitude	Opportunity for Semi-Primitive Recreation
1-541 Crazy Mountain	25,690	Unimpaired (private inholdings could have future effects)	Unimpaired	Unimpaired at core; diminishes at popular recreation sites	17% primitive, 77% semi-prim non-motorized; remaining has motorized trails
1-726 Tenderfoot – Deep Creek	88,340	Unimpaired; some livestock use along Tenderfoot Creek and Deep Creek	Unimpaired	Yes, isolated from development; outside land uses not noticeable	Isolated-not challenging terrain, but big enough for several day stay
1-727 Pilgrim Creek	49,500	Unimpaired	Open to agricultural views on east edge	Very isolated (except for fringes)	25 miles of trail; 10 miles of low standard road. No conveniences; large enough for overnight stays
1-728 Paine Gulch	8,500	Unimpaired	Unimpaired	Not noted for opportunity for solitude; small size; 1½ mile from roads on either side	3 miles of trail; can cover whole area in one day
1-729 Sawmill Creek	12,800	2-wheel track in Sawmill Creek; range allotments; FDR #120; development in creek bottoms all have slight effect	(see natural integrity)	Better in core of area; road traffic affects southern border along FDR #120	Not spectacular or challenging
1-730 TW Mountain	8,000	Evidence of human-induced changes	Low standard roads penetrate area; past mining evidence; 300 acres of private lands (patented mining claims) in SW portion.	Low opportunity for solitude due to presence of human activity, roads, range developments adjacent farming, and small size	Little opportunity for semi-primitive recreation
1-731 Big Baldy	43,475	Some human impact	Low standard roads into Chamberlain Creek, Hoover Ridge, Butcherknife and Snow Creek. Evidence of past mining activity.	Moderate opportunity: core of area provides for feeling of isolation; development along Hwy 89, Carpenter Creek and Blankenship Gulch reduce opps for solitude	Good opportunities for prim rec experiences; topographic challenges
1-732 Granite Mountain	10,580	Some impacts from human activity	Low standard road from the north up Dry Fork of Arrow Creek; evidence of hardrock mining at upper elevations	Low opportunity for solitude; small size, roads within one mile; adjacent private land; sites and sounds of development	Low opp for primitive rec experience
1-733 Tollgate-Sheep	24,925	Excludes area of timber sale and road, but evidence of human impact related to mining, timber harvest, livestock grazing and recreation.	See natural integrity	Low opportunity for solitude; irregular shape, visible ranching, civilization development	No developed rec facilities, high peaks offer challenge

Roadless Area Number/Name	Forest Plan Net Acres (includes adjustments made through NEPA decisions)	Natural Integrity	Apparent Naturalness	Opportunity for Solitude	Opportunity for Semi-Primitive Recreation
1-735 Mount High	31,300	Limited human impact	Approximately 20 miles of low standard road (wheel tracks) and 20 miles trail. Small in size; visitors do not feel removed from ordinary human activity	Low opportunity for solitude; small size and shape. Vistas of framing/ranching from high points	Limited primitive rec opps; accessible through 90% of area by roads
1-740 Bluff Mountain	37,120	Livestock grazing is main disturbance. Northwest corner is most isolated.	20 miles of low standard road – mainly 2-tracks on southern end.	Varied opportunity for solitude, best in NW corner, major creek bottoms, and southern narrow canyons.	Best in NW corner; terrain not physically challenging, but large parks are unusual. Rest of area accessible by 2-tracks and limited in prim rec opp.
1-741 Spring Creek	19,300	Odd shape makes much of area close to development such as past timber harvest, livestock grazing, developed recreation, roads.	All parts within 2 miles of road or Forest boundary; low sense of apparent naturalness.	Most within hearing range of development, but pockets of quiet areas.	Little to no opportunity for primitive recreation experience.
1-742 Box Canyon	11,670	Cattle grazing and 3 miles of low standard road to access private land have obvious impacts	Colstrip powerline and developed private land visible; little apparent naturalness	Low opportunity for solitude	Low opportunity for semi-primitive rec experience
1-743 Castle Mountain	29,600	Mining has had major impact, although some disturbances are healing	See natural integrity	Most opportunities for solitude within steep drainages and high open parks	Not physically challenging, but nice views
1-744 North Fork Smith	8,800	Overall natural appearance; some 2-wheel tracks in northwest corner	Road noise from Hwy 12 penetrates much of the area	Limited opportunities for solitude; small size, roaded perimeter.	Easily traversed in a day; no trails, limited challenges.
1-745 Calf Creek	1,566	Little human evidence; livestock grazing and hunting camps in drainage bottoms	See natural integrity	Little opportunity for solitude; limited size, odd shape, and close to development (within ½ mile at all points).	Day use only. Topographic variations.
1-746 Eagle Park	6,300	Unimpaired	Hindered by surrounding development (logging and ranch activity) on private lands	Low opportunity for solitude; adjacent sights and sounds noticeable.	Hindered by area's small size; mostly day use.
TOTAL ROADLESS AREA ACRES IN ANALYSIS AREA	417,466				

Note: acreages calculated elsewhere using GIS data may differ from those shown above due to different methodology and more detailed delineation.

The RARE process utilized the Wilderness Attribute Rating System (WARS) rating system to assess wilderness characteristics of identified inventoried roadless areas. This process utilized four distinct factors identified in the 1964 Wilderness Act – natural integrity, apparent naturalness, opportunity for solitude, and opportunity for a primitive recreation experience. A numerical rating from one to seven was assigned. On January 12, 1978, the Middle Fork Judith received a WARS rating of 22 out of a maximum possible score of 28 for wilderness attributes (USDA Forest Service 1978, 1979a, page J-24).

Between 1979 and 1982, the Lewis and Clark National Forest prepared a Final Environmental Statement (FES) for Middle Fork Judith and Big Snowies Montana Wilderness Study Act Areas in response to Congressional direction to evaluate the areas for their wilderness potential. This analysis included both lands identified in the statute as the Middle Fork WSA as well as other inventoried roadless lands adjoining the WSA. The 1982 FES did not recommend the Middle Fork Judith for wilderness designation, nor did it recommend the area for further study (USDA Forest Service 1982). The Lewis and Clark Forest Plan assigned management direction to lands within the Middle Fork Judith WSA, but states that the area will be managed to protect its wilderness character until Congress acts on the Forest Service's recommendations. Congress has not acted further on the Middle Fork Wilderness Study Area, or any of the other eight WSAs in Montana.

What follows are excerpts from a more detailed report (Schwecke, 2002) which is available as part of the record for this project.

a. 1977 Wilderness Character

Establishing the “wilderness character” of the Middle Fork Judith Wilderness Study Area as it existed 25 years ago was no small task. To help establish some meaningful comparison of conditions in 1977 and in 2001, a number of old records were researched to establish a basis for analysis. The Final Environmental Statement for Middle Fork Judith and Big Snowies Montana Wilderness Study Act Areas prepared between 1979 and 1982 was used to help gather information on the 1977 wilderness character of the Middle Fork Judith. The following is a quotation from pages 3-2 through 3-4 of this document (hereafter referred to as the 1982 FES):

Unimproved roads on ridges and valley bottoms, cattle grazing along valley bottoms, sheep grazing on some ridges, pasture and drift fences along the Middle and Lost Fork bottoms, and structural developments on private land are present and affect the natural integrity and appearance of approximately 15% of the study area.

Compared to other areas in the Little Belts, portions of the Middle Fork Judith Study Area rate as average or below average for apparent naturalness.

Use of 4-wheel drive vehicles and trail vehicles is extensive and extremely popular. There are about 75 miles of trails. In addition, approximately 52 miles of primitive roads are passable by 4-wheel drive vehicles. Besides primitive roads, about 12 miles of low standard roads are useable by pickup trucks. Occasionally aircrafts land in the lower Lost Fork area as well as at the primitive airstrip in Cleveland Creek. Motorized recreation accounts for about 10,000 RVDs, yearly.

During the winter some snowmobiling and cross-country skiing take place. Both activities are limited by poor access and rugged terrain. Nevertheless, approximately 800 RVDs of non-motorized recreation and 1,800 RVDs of motorized recreation do take place during the winter.

Because of the numerous primitive roads, hunters tend to use 4-wheel drive vehicles rather than horses. However, local outfitters still use horses.

Backpacking is limited and usually consists of day hikes by fishermen and hunters. Approximately 10,800 RVDs of non-motorized recreation takes place annually.”

Although some development is adjacent to and within the boundaries of the area, there are opportunities for solitude in many parts of the Middle Fork.

The best information on historical roads and trails came from old maps and files. In the 1960s and early 1970s, the Forest Service used “Timber Type Maps” as the basis for mapping roads, trails, and other features. Starting in 1970, U.S. Geological Survey (USGS) topographic maps became more common as the basic map for showing roads, trails, and other features. A complete set of 1963 timber type maps for the Middle Fork Judith area were reviewed for information on roads and trails, and are available for review at the Lewis and Clark Forest Supervisor’s Office (USDA Forest Service 1963). Likewise, the Forest has a set of 1961 and 1970 era USGS topographic maps for the area that were reviewed for information on roads and trails (USDA Forest Service 1961, 1970, 1972a). Additional information on roads and trails that existed in the Middle Fork was obtained from two memos dated August 1, 1975, and June 15, 1977, from District Ranger Howard Challinor listing existing roads and trails (USDA Forest Service 1975b, 1977b). A copy of a RARE I map dated June 26, 1975 also shows information on roads and trails (USDA Forest Service 1975a). A map dated June 1979 also shows roads and trails in existence in the Middle Fork Judith WSA (USDA Forest Service 1979b). Photocopies of all referenced maps and memos are contained in the project file.

Other useful information on roads and trails came from the 1976 Travel Plan map for the Little Belt Mountains. This travel plan was first signed into effect on February 15, 1977, and provides a basis for identifying exactly which travel routes were restricted to motorized use at the time the Wilderness Study Act came into effect. (Photocopy of 1976/1977 Travel Plan map in project files.)

Table III-37 was developed based on information from 1970 era USGS maps, the 1976/1977 Travel Plan, RARE I and RARE II maps, and two memos from 1975 and 1977. This table is intended to display how the Forest Service established the existence or non-existence of each road and trail in 1977, and how the travel management on each route in 1977 was determined. In addition, Table III-37 compares the 1977 travel status for each road and trail with its current status.

b. Travel Management Plans Since 1977

Executive Order 11644 signed by President Nixon on February 8, 1972, directed land management agencies to designate areas where off-road vehicles may or may not be permitted. Executive Order 11989 signed by President Carter on May 24, 1977, clarified

direction to land management agencies in regard to regulating the use of off-road vehicles in areas where such use may cause or is causing adverse effects. These two executive orders were the driving force behind development of travel management plans on National Forest System lands.

1. 1976/1977 Travel Plan

Just before the Montana Wilderness Study Act was signed into law, the Lewis and Clark National Forest issued a Travel Plan for the Little Belt Mountains and other portions of the Forest. The Travel Plan map was dated 1976, and was signed into effect on February 15, 1977 (USDA Forest Service 1977a). This 1976/1977 Travel Plan restricted motorized wheeled vehicle travel yearlong in the Middle Fork Judith WSA and Roadless area on four roads totaling about 23.7 miles, and restricted vehicles seasonally (December 1 to May 15) on one road totaling about 3.2 miles. No restrictions were placed on snowmobiles. The 1976/1977 Travel Plan was renewed on March 1, 1978, with the same restrictions.

2. 1984 Travel Plan

On August 1, 1984, new travel management regulations were issued for the mountain range (USDA Forest Service 1984). Under the 1984 Travel Plan, yearlong cross-country travel restrictions were imposed on all motorized wheeled vehicles on approximately 74% of the WSA/Roadless Area. In addition, yearlong travel restrictions on the specific roads identified in the 1976/1977 Travel Plan were changed to seasonal restrictions, and additional seasonal restrictions were imposed on a number of trails. Overall, the 1984 Travel Plan imposed seasonal restrictions (October 15 to December 1) for motorized wheeled vehicles on 7.8 miles of road and on 62.5 miles of trail (70.3 miles total seasonal), and prohibited motorized wheeled vehicles yearlong on 5.6 miles of road and 39.0 miles of trail (44.6 miles total yearlong). There were 50.5 miles of road and 7.7 miles of trail with no restrictions to motorized travel.

3. 1988 Travel Plan

The 1988 Travel Plan replaced the 1984 Travel Plan on June 1, 1988. The 1988 Travel Plan recognized the advent of all-terrain trail vehicles (ATVs), and allowed for use of trail vehicles less than 50-inches wide on two old jeep roads in the WSA (USDA Forest Service 1988). For the most part, similar area restrictions to those in the 1984 travel plan were retained, however, some seasonal allowances were made for motorized wheeled vehicles and snowmobiles to drive cross-country from May 16 to October 14. Overall, the 1988 Travel Plan imposed seasonal restrictions (October 15 to December 1) for motorized wheeled vehicles on 13.7 miles of road and on 59.5 miles of trail (73.2 miles total seasonal), and prohibited motorized wheeled vehicles yearlong on 8.5 miles of road and 42.0 miles of trail (50.5 miles total yearlong). There were 49.9 miles of road and 7.7 miles of trail with no restrictions to motorized travel.

4. 1997 Travel Plan Update

In 1997 the Travel Plan map was updated to reflect current mapping and changes in travel management made through NEPA decisions (USDA Forest Service 1997a). Two trails (West Fork Lost Fork Trail #422, and Prospect Ridge Trail #428) had been reconstructed on more suitable locations, and were shown correctly on the updated map. Essentially, snowmobile use under the 1997 travel plan update was the same as existed in 1977 within the WSA.

Overall, the 1997 Travel Plan map showed seasonal restrictions (October 15 to December 1) for motorized wheeled vehicles on 13.7 miles of road and on 61.0 miles of trail (74.7 miles total seasonal), and prohibited motorized wheeled vehicles yearlong on 8.5 miles of road and 42.0 miles of trail (50.5 miles total yearlong). There were 50.1 miles of road and 7.7 miles of trail with no restrictions to motorized travel.

5. 2001 OHV Decision

In January 2001, the Regional Forester prohibited cross-country wheeled vehicle travel on all National Forest System lands in a three state area (USDA and USDI 2001). This decision restricted motorized wheeled vehicles to “existing” roads and trails on the remaining 16,480 acres within the WSA/Roadless Area that was unrestricted under the 1997 Travel Plan.

c. Motorized Use Relative to 1977

Table III-38 displays the miles of roads and trails open yearlong or seasonally to travel with motorized wheeled vehicles, and also the miles of roads and trails with yearlong restrictions on travel with motorized wheeled vehicles. Table III-38 also displays the acreage of areas open or closed to snowmobiles. Roads and trails information for 1977 is based on the 1976/1977 Travel Plan Map and various other maps that delineate roads and trails in existence in 1977. The table does not double-count mileages. For example, although a two-track route may be open for trail bike use if it is open to ATVs, those mileages are displayed under the ATV column. Mileages for trail bike use may also be available for hiking/horse use, but are only tallied under the trail bike column. These trails would not be open to ATVs.

d. Factors Influencing Wilderness Character Since 1977

To develop a starting point for assessing affects to wilderness character of the Middle Fork Judith WSA, the Interdisciplinary Team (IDT) first determined what changes had occurred since the WSA was designated in 1977. Tables III-39 through III-45 summarizes any changes in wilderness character that have occurred since 1977 due to natural processes or human caused change. These tables also summarize the Interdisciplinary Team’s assessment of these factors in influencing positive or negative effects on the wilderness character. More detailed discussions of each of these factors are provided in the project file (Schwecke, 2002).



Table III-37. Status of Roads and Trails in Middle Fork Judith WSA and Roadless Area in 1977 and Current.

ROUTE NUMBER	STATUS IN 1977				1977 Status Based Upon	CURRENT STATUS				CHANGE SINCE 1977
	Open Road	Open Trail	Restr. Road	Restr. Trail		Open Road	Open Trail	Restr. Road	Restr. Trail	
Road 6540 Appraisal Creek	0.3 mi.				Road shown on 1961 USGS map. Also shown on 1977 Travel Plan map.			0.3 mi.		Restrictions increased on 0.3 mi.
Road 266 Yogo Creek	2.2 mi.				Road shown on 1970 USGS map. Also shown on 1977 Travel Plan map.	2.2 mi.				
Road 6526 Lead Gulch	0.4 mi.				Road shown on 1961 USGS map.	0.4 mi.				
Trail 444 Woodchopper			10.3 mi.		Listed as both a road and trail in 1975 memo. Listed as a road in June 1977 memo. Road shown on July 1979 RARE II planning map. Closed to motorized use on 1977 Travel Map.				10.3 mi.	Changed from road to trail. Motorized restrictions decreased from yearlong to seasonal.
Trail Warm Spring		6.0 mi.			Listed as 6.0-mile trail in 1975 memo. Trail shown on 1975 RARE I map. Trail shown on 1977 Travel Plan map.				6.0 mi.	Abandoned as system trail. Restrictions increased on 6.0 mi.
Trail 428 Prospect Ridge		3.5 mi.			Trail shown on 1952 Forest map. Trail shown on 1977 Travel Plan map.				5.3 mi.	Trail length increased by 1.8 mi. Restrictions increased on 3.5 mi.
Trail 442 Steiner Creek		3.0 mi.			1952 Forest map shows different location. Correct location shown on 1961 USGS map. Also shown on 1977 Travel Plan map.				3.7 mi.	Trail length increased by 0.7 mi. Restrictions increased on 3.0 mi.
Trail 443 Schaeffer					1952 Forest map shows different location. Not shown on 1961 or 1977 maps. Current location shown on 1980 Forest map.				3.2 mi.	May not have existed in present location in 1977.
Trail 450 Yogo Creek	2.0 mi.	1.7 mi.			Listed as a 2.0-mile road in June 1977 memo. Road and trail shown on 1970 USGS map.				3.7 mi.	Restrictions increased on 3.7 mi.
Trail 435 Morris Creek		2.3 mi.			Trail shown on 1952 map in correct location.				2.3 mi.	Restrictions increased on 2.3 mi.
Road 2089 Yogo-Morris Trailhead	0.2 mi.				Road shown on 1970 USGS map.	0.2 mi.				
Road 8862 Mine Claim					Not shown on any old maps.	0.2 mi.				May not have existed in 1977.
Trail 448 Kelly Coulee		7.7 mi.			Trail shown on 1952 map in correct location. Trail shown on 1970 USGS map. Also shown on 1977 Travel Plan map.		7.7 mi.			
Road 2079 Rickard Coulee	2.0 mi.				Road shown on 1970 USGS map.	3.8 mi.				Road length increased by 1.8 mi.

ROUTE NUMBER	STATUS IN 1977				1977 Status Based Upon	CURRENT STATUS				CHANGE SINCE 1977
	Open Road	Open Trail	Restr. Road	Restr. Trail		Open Road	Open Trail	Restr. Road	Restr. Trail	
Road 6531 North Ridge Woodchopper			3.2 mi.		Road shown on 1970 USGS map. Closed to all motorized use December 1 to May 15, on 1977 Travel Plan map.			3.2 mi.		
Road 6529 South Ridge Woodchopper					Not shown on 1970 USGS or 1977 Travel maps			3.7 mi.		May not have existed in 1977.
Road 6530 Woodchopper					Not shown on 1970 USGS or 1977 Travel maps			1.3 mi.		May not have existed in 1977.
Road 6527 North spur Woodchopper		0.9 mi.			Trail shown on 1970 USGS map.			0.9 mi.		Upgrade from motorcycle to 4x4.
Trail 424 Arch Coulee		2.0 mi.			Listed as 2.0-mile trail in 1975 memo. Shown on 1980 Forest map.				2.0 mi.	Restrictions increased on 2.0 mi.
Road 825 Middle Fork	12.4 mi.				Road shown on 1970 USGS map.	12.4 mi				
Road 825012 and 825013					Not shown on any old maps.			1.7 mi.		May not have existed in 1977. User created detour roads.
Trail 437 Middle Fork		7.3 mi.			Trail shown on 1952 Forest map. Listed as 20.5-mile trail in 1975 memo. Also shown on 1977 Travel Plan map.				7.3 mi.	Restrictions increased on 7.3 mi.
Road 6534 Ettien Springs	4.2 mi.				Road shown on 1970 USGS map. Road and trail shown on 1977 Travel Plan map.	1.2 mi.		3.0 mi.		Restrictions increased on 3.0 mi.
Road 6535 Ettien Springs	1.1 mi.				Road shown on 1970 USGS map. Road shown on 1977 Travel Plan map.	1.2 mi.				0.1-mile spur created since 1977.
Road 6536 Ettien Springs	0.9 mi.				Road shown on 1970 USGS map.			1.6 mi.		Restrictions increased on 0.9 mi. 0.7-mile spurs created since 1977.
Trail 409 Lost Fork	1.4 mi.	4.0 mi.	7.0 mi.		Road shown on 1975 RARE I map. Road shown on 1970 USGS map. Closed to motorized use on 1977 Travel Map.				12.4 mi.	Restrictions increased on 5.4 mi.
Trail 427 Three Mile					Not shown on 1970 USGS or 1977 Travel Maps. Trail shown on 1980 Forest map.				3.0 mi.	May not have existed in 1977. 3.0 mile abandoned after 1985 fire.
Trail 432 Burris		4.0 mi.			Listed as 4.0-mile trail in 1975 memo. Trail shown on 1970 USGS & '77 Travel map				4.0 mi.	Abandoned after 1985 wildfire.
Trail Sandpoint Cr.		7.0 mi.			Listed as 7.0-mile trail in 1975 memo. Trail shown on 1977 Travel Plan map.				7.0 mi.	Abandoned after 1985 wildfire.
Trail 436 Sand Pt. Ridge	5.2 mi.		0.5 mi.		Road shown on 1961 USGS map. Road closed to >40" on 1977 Travel Plan map				5.7 mi.	Changed from road to trail.

ROUTE NUMBER	STATUS IN 1977				1977 Status Based Upon	CURRENT STATUS				CHANGE SINCE 1977
	Open Road	Open Trail	Restr. Road	Restr. Trail		Open Road	Open Trail	Restr. Road	Restr. Trail	
Trail 433 Burris-Ettien		2.4 mi.			Trail shown on 1970 USGS map. Trail shown on 1977 Travel Plan map.				2.4 mi.	Restrictions increased on 2.4 mi.
Trail 422 West Fork Lost Fork	1.6 mi.	3.5 mi.			Road shown on 1975 RARE I map. Trail shown on 1970 USGS map. Trail shown on 1977 Travel Plan map.				5.1 mi.	Restrictions increased on 5.1 mi.
Trail 434 Halzell		3.6 mi.			Listed as 4.0-mile trail in 1975 memo. Trail shown on 1977 Travel Plan map.				3.6 mi.	Restrictions increased on 3.6 mi.
Trail 407 Doerr Creek		3.8 mi.			Listed as 4.0-mile trail in 1975 memo. Trail shown on 1961 USGS map. Trail shown on 1977 Travel Plan map.				3.8 mi.	Restrictions increased on 3.8 mi.
Road 6398 Burnt Ridge					Not shown on any old maps.	2.3 mi.				May not have existed in 1977.
Road 6399 Burnt Ridge	0.9 mi.				Road shown on 1972 USGS map.	0.9 mi.				
Trail Snowmobile					Did not exist in 1977. Not a constructed route. Use natural openings				1.5 mi.	Groomed snowmobile route.
Road 829 Lion Creek	0.2 mi.				Connecting road shown on 1980 Forest map.	0.2 mi.				
Road 487 Memorial Way	2.8 mi.				Road shown on 1961 USGS map. Also shown on 1977 Travel Plan map.	2.8 mi.				
Road 487014 spurs					Not shown on any old maps.			0.9 mi.		May not have existed in 1977. User created spur roads.
Road Lost Fork Ridge	2.0 mi.				Road shown on 1961 USGS map.			2.0 mi.		Restrictions increased on 2.0 mi.
Road 6418 Sand Pt. Ridge	3.6 mi.				Road shown on 1961 USGS map. Road shown on 1977 Travel Plan map.	3.6 mi.				
Road 6539 Mine spur	2.3 mi.				Roads shown on 1961 USGS map. Roads shown on 1977 Travel Plan map.			2.3 mi.		Restrictions increased on 2.3 mi.
Road 6541 Cabin spur	0.4 mi.				Road shown on 1961 USGS map. Road shown on 1977 Travel Plan map.	0.4 mi.				
Road 6417 Harrison Creek	2.2 mi.				Listed as 2.5-mile road in 1975 memo. Shown on 1980 Forest map.	2.2 mi.				
Road 2057	1.1 mi.				Associated cutting units on 1975 RARE I map Road not shown on any maps.			1.1 mi.		Restrictions increased on 1.1 mi.

ROUTE NUMBER	STATUS IN 1977				1977 Status Based Upon	CURRENT STATUS				CHANGE SINCE 1977
	Open Road	Open Trail	Restr. Road	Restr. Trail		Open Road	Open Trail	Restr. Road	Restr. Trail	
Road 3395 spur	0.2 mi.				Associated cutting units on 1975 RARE I map Road shown on 1980 Forest map.	0.2 mi.				
Road 1044 spur	1.0 mi.				Associated cutting units on 1975 RARE I map Road shown on 1980 Forest map.	1.0 mi.				
Road 6346 spur	0.1 mi.				Associated cutting units on 1975 RARE I map Road shown on 1980 Forest map.	0.1 mi.				
Road 2056 Weatherwax	3.5 mi.				Associated cutting units on 1975 RARE I map Listed as 3.8-mile road in 1975 memo. Road shown on 1980 Forest map.	3.5 mi.				
Road 2055 Weatherwax	2.4 mi.				Associated cutting units on 1975 RARE I map Road shown on 1980 Forest map.	2.4 mi.				
Road 8906 Grendah Mtn.					Not shown on 1961 USGS or 1977 Travel maps Road shown on 1980 Forest map.			0.6 mi.		May not have existed in 1977.
Road North Grendah		2.2 mi.			Trail shown on 1977 Travel Plan map.			2.2 mi.		Upgraded from motorcycle to 4x4.
Trail 429 King Creek			5.9 mi.		Road shown on 1961 USGS map. Road shown on 1975 RARE I map. Closed to motorized use on 1977 Travel Map.				5.9 mi.	Restrictions decreased on 5.9 mi.
Road 2087 Big Deer Point	2.0 mi.				Road shown on 1975 RARE I map. Listed as 2.0-mile road in June 1977 memo. Trail shown on 1977 Travel Plan map.	2.0 mi.				
Road 2088 Hell Creek	2.2 mi.				Listed as 2.0-mile road in June 1977 memo. Road shown on 1979 RARE II planning map.	2.2 mi.				
Trail 441 Coyote Peak	2.0 mi.	5.8 mi.			2.0 mile road shown on 1975 RARE I map. Trail shown on 1961 USGS map. Trail shown on 1977 Travel Plan map.				7.8 mi.	Restrictions increased on 7.8 mi.
Road 251 D3/D4 Divide	2.4 mi.				Road shown on 1961 USGS map. Also shown on 1977 Travel Plan map.	2.4 mi.				
TOTALS	65.2 mi.	70.7 mi.	26.9 mi.	0.0 mi.		47.8 mi.	7.7 mi.	24.8 mi.	106.0 mi.	
	135.9 mi.		26.9 mi.			55.5 mi.		130.8 mi.		

- Open roads and trails have no restrictions on use of appropriately sized motorized vehicles.
- Restricted roads and trails include yearlong and seasonal restrictions on use of motorized vehicles.

*Table III-37 does not list mileages of roads and trails that are outside the designated Middle Fork Judith WSA/Roadless Area boundaries.

Table III-38. Types of Recreational Roads and Trails in Middle Fork Judith WSA and Roadless Area in 1977 and Current.

YEAR	AREA	MOTORIZED RECREATION OPPORTUNITIES				NON-MOTORIZED RECREATION OPPORTUNITIES		TOTAL
		4x4	TRAIL BIKE	ATV	SNOWMOBILE	HORSE/HIKE	OTHER	
1977	ROADLESS	13.7 mi. open yearlong <u>0.0</u> mi. open seas. 13.7 mi. TOTAL	0.0 mi. TOTAL		8,398 ac. open yearlong <u>0</u> ac. open seas. 8,398 ac. TOTAL	0.0 mi. TOTAL		13.7 mi.
	WSA	51.5 mi. open yearlong <u>3.2</u> mi. open seas. 54.7 mi. TOTAL	70.7 mi. open yearlong <u>0.0</u> mi. open seas. 70.7 mi. TOTAL		82,088 ac. open yearlong <u>0</u> ac. open seas. 82,088 ac. TOTAL	0.0 mi. non-motorized trail <u>23.7</u> mi. non-motorized road 23.7 mi. TOTAL		149.1 mi.
TOTAL		68.4 mi.	70.7 mi.	Not Applicable	90,486 ac.	23.7 mi.		162.8 mi.
Curr ent	ROADLESS	13.7 mi. open yearlong <u>0.0</u> mi. open seas. 13.7 mi. TOTAL	1.0 mi. TOTAL	0.0 mi. TOTAL	1,432 ac. open yearlong <u>6,966</u> ac. open seas. 8,398 ac. TOTAL	1.4 mi. non-motorized trail <u>9.5</u> mi. non-motorized road 10.9 mi. TOTAL		22.9 mi.
	WSA	27.2 mi. open yearlong <u>12.8</u> mi. open seas. 40.0 mi. TOTAL	1.5 mi. open yearlong <u>41.9</u> mi. open seas. 43.4 mi. TOTAL	<u>14.3</u> mi. open seas. 14.3 mi. TOTAL	1.5 mi. groomed trail open 12,518 ac. open yearlong <u>69,571</u> ac. open seas. 82,088 ac. TOTAL	23.7 mi. non-motorized trail <u>3.8</u> mi. non-motorized road 27.5 mi. TOTAL	20.0 mi. abandoned trail	163.4 mi.
TOTAL		53.7 mi.	44.4 mi.	14.3 mi.	1.5 mi. 90,486 ac.	38.4 mi.	20.0 mi.	186.3 mi.

*Table III-\$\$ does not list mileages of roads and trails that are outside the designated WSA and adjoining Roadless Area boundaries.

Table III-39. Factors Influencing Natural Integrity in Middle Fork Judith WSA and adjoining Roadless Area from 1977 to Current

NATURAL INTEGRITY*	FACTOR IN WSA AREA	FACTOR IN ROADLESS AREA	EFFECT OF ACTIVITY SINCE 1977		
			Positive	Negative	No Change
TIMBER HARVEST Weatherwax (pre-1977) Harrison (pre-1977) Harrison Salvage (1992)		X X X		X	X X
MINING Grendah Mountain (private land) Morris Creek (pre-1977) Appraisal Creek (pre-1977) Road 8862 (unknown)	X X	 X X	X	X X	X
MIDDLE FORK RANCH PRIVATE PROPERTY More owners (6 to 10) More structures (2 to 5) Less use of airstrip	X X X		X	X X	
GRENDAH MOUNTAIN PRIVATE PROPERTY More owners (1 to 2) Same number of structures	X X			X	X
WILDFIRE 1985 Sand Point (dozerline) 1991 Harrison (dozerline) 2000 Lost Fork Ridge (handline) 2001 Lost Fork (handline)	X X X	X X X X	X X	X X	
LIVESTOCK GRAZING Cattle in Middle Fork Cattle in Lost Fork Sheep on Woodchopper	X X X				X X X
RECREATION DEVEL. Recreation Residence (1) Yogo-Morris Trailhead	X	X	X		X
PRESCRIBED FIRE Woodchopper Ridge burn	X		X		
NOXIOUS WEEDS Number of Sites Infested Number of Acres Infested					
ADDITIONAL ROADS 0.2 mi. to access mining claim 1.8 mi. in Rickard Coulee 3.7 mi. on Woodchopper Ridge 1.3 mi. on Woodchopper Ridge 0.9 mi. on Woodchopper Ridge 1.7 mi. spurs off Road 825 0.8 mi. spurs off Ettien Springs 2.3 mi. on Burnt Ridge 0.9 mi. spurs off Road 487 2.8 mi. to access private property 16.4 mi. TOTAL	X X X X X X X X X X	X X		X X X X X X X X X	

* Natural Integrity is a wilderness characteristic.

Natural integrity is the extent to which long-term ecological processes are intact and operating. Impacts to natural integrity are measured by the presence and magnitude of human induced change to an area. Such impacts include physical developments (e.g. utility rights-of-way, fences, lookouts, and cabins), recreation developments, domestic livestock grazing, mineral developments, wildlife/fisheries management activities, vegetative manipulation, and fire suppression activities.

In 1978, the factors influencing (degrading) natural integrity were rated very low, which meant that the area had “very high” natural integrity. It is important to note that the rating was based on using boundary changes to eliminate major influences such as the timber

harvest units and roads in Weatherwax and Harrison Creeks from the WSA rating area. These areas of major influence are currently not in the WSA, but are in the adjoining roadless area. Overall, the Interdisciplinary Team determined that the natural integrity of the Middle Fork Judith WSA has remained relatively stable since 1978.

Table III-40. Factors Influencing Apparent Naturalness in Middle Fork Judith WSA and adjoining Roadless Area from 1977 to Current.

APPARENT NATURALNESS*	FACTOR IN WSA AREA	FACTOR IN ROADLESS AREA	EFFECT OF ACTIVITY SINCE 1977		
			Positive	Negative	No Change
FENCES					
Middle Fork Ranch (private)	X				X
Arch Coulee (drift)	X				X
Sandpoint Creek (drift)	X				X
Burris Cabin (drift)	X				X
EXCLOSURE FENCES					
Middle Fork Bench (wildlife)	X				X
Lost Fork (wildlife)	X				X
OUTFITTER CAMPS					
Fewer permits (5 to 4)	X		X		
Fewer camps (5 to 3)	X		X		
Fewer structures	X		X		
Yearlong structures/caches	X				X
Limited motorized access	X				X
RUTTED ROADS					
Road 825 (Middle Fork)	X				X
Road 6418 (Sand Point Rdg.)	X	X			X
DISTURBED CAMPSITE					
Lost Fork Hunting camps	X			X	
Middle Fork Hunting camps	X				X

* Apparent Naturalness is a wilderness characteristic.

Apparent naturalness means that the environment looks natural to most people using the area. It is a measure of importance of visitors' perceptions of human impacts to the area. Even though some of the long-term ecological processes of an area may have been interrupted, the landscape of the area generally appears to be affected by the forces of nature. If the landscape has been modified by human activity, the evidence is not obvious to the casual observer, or it is disappearing due to natural processes. Impacts to apparent naturalness include physical developments and environmental changes that would not appear as part of the natural environment to people using the area, such as fences and gates, developed outfitter camps, rutted trails and roads, and heavily used dispersed campsites.

In 1978, the factors influencing (degrading) apparent naturalness were rated low to very low, which meant that the area had "very high" apparent naturalness. Again, it is important to note that the rating was based on using boundary changes to eliminate major influences such as the timber harvest units and roads in Weatherwax and Harrison Creeks from the WSA rating area. These areas of major influence are currently not in the WSA, but are in the adjoining roadless area. Overall, the Interdisciplinary Team determined that the "apparent naturalness" of the Middle Fork Judith WSA has remained stable since 1978. Human activity within the WSA since 1978 is not obvious to the average visitor.

Table III-41. Factors Influencing Opportunity for Solitude in Middle Fork Judith WSA and Roadless Area from 1977 to Current

OPPORTUNITY FOR SOLITUDE*	FACTOR IN WSA AREA	FACTOR IN ROADLESS AREA	EFFECT OF ACTIVITY SINCE 1977		
			Positive	Negative	No Change
RECREATION USE					
Levels of Motorized Use	X	X			X
Undeveloped Areas (No Motors)	X	X	X		
Non-motorized trails (summer)	X				X
Non-motorized areas (winter)	X	X			X
NATURAL QUIET					
Summer	X	X	X		
Winter	X	X			X
Most Popular Attractions	X				X

* Opportunity for Solitude is a wilderness characteristic.

Solitude is a personal, subjective value defined as isolation from the sights, sound and presence of others, and human developments. Common indicators of solitude are numbers of individuals or parties one may expect to encounter in an area during a day, or the number of parties camped within sight and sound of other visitors. Impacts to solitude are, number of individuals or parties one may expect to encounter in an area during a day, or the number of parties camped within sight and sound of other visitors. Solitude may also be impacted by changes in difficulty of travel, and changes in mode of travel.

Approximately 20 miles of trail previously open to trail bikes have been abandoned since 1977, and as such there are more drainages within the WSA where solitude can be found today, than were available in 1977. Not everyone seeking solitude wants to bushwhack cross-country to avoid encountering motorized off-highway vehicles, however. Miles of trails without motorized use has changed from 23.2 miles in 1977, to 14.7 miles currently. Presently, all trails in the WSA (totaling an additional 48.5 miles) are closed to motorized use from October 15 through December 1. This hunting season closure makes 90% of the area quite remote for 1½ months.

Natural quiet is a term frequently used to describe solitude. As previously discussed, the opportunity to find areas of natural quiet during the summer months are better now than in 1977, due to the exclusion of motorized travel in five drainages. During the fall hunting season, there is considerable opportunity to find natural quiet because all motorized use is prohibited, except for Road 825 that accesses Middle Fork Ranch. The opportunity to find natural quiet during the winter is the same now as in 1977.

Opportunity for solitude within the WSA was rated “very high” in 1978. Levels of use in the backcountry have not increased dramatically since 1977, and there are many drainages, ridgelines, and mountainsides where visitors will probably not encounter another human being. Overall, the “opportunities for solitude” within the Middle Fork Judith WSA and adjoining roadless area have improved (increased) since 1978.

WINTER USE: Finding solitude during the winter months is a slightly different situation. In 1977, none of the WSA was closed to snowmobile use. Currently, snowmobiles are only restricted throughout the WSA from October 15 to December 1. Consequently, during the primary winter season, there are no legal restrictions on snowmobiles. Terrain and vegetation do make the majority of the WSA inaccessible by snowmobiles. There are occasional reports of snowmobiles entering King Creek or Lost Fork drainages, and coming out the Middle Fork Judith at Judith Station. Snowmobiles are not likely to be able to climb back up King Creek, Lost Fork, or any other drainage. Consequently, terrain has prevented

snowmobile use from becoming established in the majority of the WSA. A 1.5 mile groomed snowmobile route was developed in the early 1990s on Burnt Ridge to connect other groomed trails outside the WSA. This groomed route did not involve tree cutting or soil disturbance, but simply went through natural openings in the forest. It is the only groomed snowmobile trail in the WSA.

Access to the WSA to seek solitude in the winter is not easy. Kings Hill summit, about 2 miles west of the WSA boundary, is the nearest plowed road access point in the winter. The vast majority of the WSA boundary is located 10 plus miles from the nearest road vehicle access. People using skis or snowshoes would have to share groomed snowmobile trails from Kings Hill Summit for 6 plus miles before reaching spur ridges or drainages to drop into the WSA. This situation is the same as existed in 1977.

Yogo Crossing is another winter access point, located about 0.5 mile from the WSA boundary. Vehicles may be able to drive within 1 or 2 miles of the trailhead depending upon snow depths because the road is not plowed. The Woodchopper Ridge area accessed via Yogo Crossing was closed to snowmobile use during the winter (October 15 to May 15) under the 1988 Travel Plan. However, a decision in 1996 changed this restriction on snowmobile use to only prohibit snowmobile use October 15 to December 1.

Table III-42. Factors Influencing Opportunity for a Primitive Recreation Experience in Middle Fork Judith WSA and Roadless Area from 1977 to Current

OPPORTUNITY FOR A PRIMITIVE RECREATION EXPERIENCE*	FACTOR IN WSA AREA	FACTOR IN ROADLESS AREA	EFFECT OF ACTIVITY SINCE 1977		
			Positive	Negative	No Change
REC. OPPORTUNITY(SUMMER) 6.9 mi. fewer 4x4 roads 2.1 mi. fewer OHV trails 0.1 mi. fewer hiking / horse trails 11.1 mi. roads closed to motorized Undeveloped landscapes	X X X X X	X	X X X		X X
ALLOW ATV USE Woodchopper Trail 444 King Creek Trail 429	X X				X X
REC. OPPORTUNITY (WINTER) Snowmobile areas Non-motorized areas 1.5 mi. groomed snowmobile trail	X X X	X		X	
CONVERT ROAD TO TRAIL 10.3 mi. Woodchopper Trail 444 2.0 mi. Yogo Creek Trail 450 8.4 mi. Lost Fork Trail 409 5.7 mi. Sand Point Ridge Trail 436 1.6 mi. West Fork Lost Fork Tr. 422 5.9 mi. King Creek Trail 429 2.0 mi. Coyote Peak Trail 441 35.9 mi. TOTAL	X X X X X X X		X X X X X X X		
ADDITIONAL TRAILS 1.8 mi. connect Prospect Ridge 0.7 mi. connect Steiner Trail 3.2 mi. add Schaeffer Trail 7.2 mi. TOTAL	X X X				X X X
REDUCTION IN TRAILS 6.0 mi. Warm Springs abandoned 3.0 mi. Three Mile abandoned 4.0 mi. Burris Trail abandoned 7.0 mi. Sandpoint abandoned 20.0 mi. TOTAL	X X X X		X X X X		

* Opportunity for a Primitive Recreation Experience is a wilderness characteristic.

A primitive recreation experience includes opportunities for isolation from evidence of man, a vastness of scale, feeling a part of the natural environment, having a high degree of challenge and risk, and using outdoor skills characterized by meeting nature on its own terms without comfort or convenience of facilities. Impacts related to primitive recreation experiences are normally expressed in changes to the physical setting, activities occurring in the area, and changes to the social experiences of users.

Table III-38 summarizes changes in motorized and non-motorized recreational roads and trails. Overall, there are 14.7 miles fewer 4x4 roads currently, primarily due to the “area restriction” that prohibits motorized use on roads not specifically designated for such use. There are 26.3 fewer miles of trails open to motorcycles. But if current miles of ATV trails are added to open roads, the mileage is essentially the same as in 1977 (68 miles currently v. 68.4 miles open road in 1977). The total number of non-motorized hiking and horse only trails has increased 14.7 miles over the past 25 years.

Seven low standard 4x4 roads (totaling 35.9 miles) have been converted to system trails since 1977 as listed in Table III-37. The effect on a primitive recreation experience has been positive. Four of the roads were converted to single-track motorcycle trails. Over the past 25 years the two-track roads have revegetated well, and the routes now appear to be single-track trails. Two of the roads were converted to ATV trails as described previously. They also have revegetated well, and are generally only about 50-inches wide, as opposed to an 8-foot wide 4x4 road. One road was converted to a hiking/horse only trail. This route also has revegetated into a single-track, although heavy use by horses and cattle does tend to keep multiple tracks bare of vegetation in some locations.

The opportunity for a primitive recreation experience was rated “high” in 1978. Overall, the Interdisciplinary Team determined that the “opportunity for a primitive recreation experience” has improved (increased) since 1978.

Table III-43. Factors Influencing Remoteness in Middle Fork Judith WSA and adjoining Roadless Area from 1977 to Current

REMOTENESS*	FACTOR IN WSA AREA	FACTOR IN ROADLESS AREA	EFFECT OF ACTIVITY SINCE 1977		
			Positive	Negative	No Change
ACCESS TO AREA					
Holiday Camp Trailhead	N/A				X
Middle Fork Trailhead	N/A				X
Yogo-Morris Trailhead		X			X

* Remoteness is an evaluation characteristic of classified roadless areas.

Remoteness is a perceived condition of being secluded, inaccessible, and out of the way. The physical factors that can create “remote” settings include topography, vegetative screening, distance from human impacts such as roads and logging operations (sight and sound), and changes in legal public access. Impacts to remoteness include changes in legal access to the area, and changes in vegetative or topographic screening.

Access routes to the WSA/Roadless Area have not changed since 1977. Holiday Camp Trailhead, Middle Fork Judith Trailhead, and Yogo-Morris Trailhead are popular jump-off points to the WSA. All three of these trailheads have good locations for dispersed camping, and all are located outside the WSA. None of these improvements at the trailheads made access into the WSA easier, but did resolve problems with parking, camping, stock handling, and sanitation. Vegetative screening has not changed appreciably since 1977. The wildfires that have occurred did make it easier to see into and out of the WSA. There were always

natural openings where views were possible prior to the fires. The remote setting has not been diminished by the fact that larger panoramic views exist since the wildfires.

Remoteness was not a wilderness quality factor rated in 1978, but is a factor considered since the mid-1990s in evaluating effects on roadless areas. Overall, the Interdisciplinary Team determined that the “remoteness” of the WSA has remained stable since 1977.

Table III-44. Factors Influencing Unique Features in Middle Fork Judith WSA and adjoining Roadless Area from 1977 to Current

UNIQUE FEATURES*	FACTOR IN WSA AREA	FACTOR IN ROADLESS AREA	EFFECT OF ACTIVITY SINCE 1977		
			Positive	Negative	No Change
LIMESTONE CLIFFS	X				X

* Unique Features is an evaluation characteristic of classified roadless areas.

Special features are those unique geological, biological, ecological, cultural, or scenic features that may be located in the area. Unique fish and wildlife species, unique plants or plant communities, Research Natural Areas, outstanding landscape features such as rock formations, and significant cultural resource sites are some of the items that are considered when analyzing this element. Impacts include physical changes to unique geological, biological, ecological, cultural, or scenic features, and/or changes in access to these unique features.

Unique features was not a wilderness quality factor rated in 1978, but is a factor considered since the mid-1990s in evaluating effects on roadless areas. Overall, the Interdisciplinary Team determined that “unique features” have remained unchanged since 1977. Because these unique features are not expected to be affected by travel management determinations, they will not be addressed further.

Table III-45. Factors Influencing Manageability and Boundaries in Middle Fork Judith WSA and Roadless Area from 1977 to Current

MANAGEABILITY AND BOUNDARIES*	FACTOR IN WSA AREA	FACTOR IN ROADLESS AREA	EFFECT OF ACTIVITY SINCE 1977		
			Positive	Negative	No Change
PROPERTY SURVEYS					
Middle Fork Ranch	X		X		
Grendah Mountain	X		X		
Yogo Creek / Kelly Coulee		X	X		
WSA BOUNDARY					
Upper Lost Fork	X	X			X
Ettien Springs	X				X
Woodchopper Ridge	X				X
Yogo Creek	X	X			X
Harrison / Weatherwax	X	X			X

* Manageability/Boundaries is an evaluation characteristic of classified roadless areas.

Impacts to manageability include adjustment of boundaries to coincide with topographic features or to follow standard land survey boundaries. Changes in management of adjoining lands and proximity of outside projects also impact the manageability of an area.

Manageability is improving as more property boundary lines are surveyed and marked on the ground. The entire Middle Fork Ranch inholding has been surveyed, and the property lines marked on the ground. Likewise, the Grendah Mountain patented claims have been surveyed and marked. Property boundaries of the patented mining claim along Yogo Creek and Kelly Coulee have also been surveyed and marked. These are the only private lands influencing the WSA and adjoining inventoried roadless area. The WSA boundary, however, is not marked on the ground.

Manageability/boundaries was not a wilderness quality factor rated in 1978, but is a factor considered since the mid-1990s in evaluating effects on roadless areas. Overall, the Interdisciplinary Team determined that the “manageability/boundaries” has improved since 1977. Surveying of property lines in several areas has made management easier. Because travel management determinations will not result in a change to the boundaries of inventoried roadless areas, this aspect will not be discussed further.

2. ENVIRONMENTAL CONSEQUENCES

Analysis Methodology

The Forest Geographic Information Systems (GIS) contains a layer identifying inventoried roadless areas and Wilderness Study areas. The travel planning alternatives were overlaid with these polygons to identify changes in travel management by alternative within these areas. The following quantitative criteria will be used to evaluate and compare alternatives:

- A quantitative comparison of motorized and non-motorized routes (summer and winter) by roadless area and Wilderness Study Area by alternative.

Forest Service Manual 2320 provides direction for management of areas designated Wilderness Study Areas under the Montana Wilderness Study Area Act. It addresses ATV and trail bike use on roads and trails that were used for either jeeps or motorbikes in 1977, and considerations for addressing use conflicts and changes in use since 1977. It also states that when making project level decisions, the line officer must consider the effects on wilderness character as it existed in 1977 and provides a definition of wilderness characteristics. These criteria will also be used to measure qualitative change or effects by travel planning alternative:

- Natural integrity
- Apparent naturalness
- Opportunities for primitive recreation experience
- Opportunities for solitude

These differ slightly from the evaluation criteria identified in Forest Service Handbook 1909.12 Chapter 70, which also includes special features and boundary manageability. Because these features are not expected to be affected by travel management determinations, they will not be discussed in detail in the effects section.

a. Alternative 1 - No Action Alternative

1. Direct and Indirect Effects

Under the No Action Alternative, existing undetermined routes within roadless areas could continue to experience motorized use, according to parameters established by the 2001 3-State OHV decision. It is increasingly difficult to assess continued unauthorized uses to determine whether a particular route existed at the time of the 2001 decision, and therefore subject to its parameters, or was developed subsequently. Continued use on such routes has the potential to impact apparent naturalness and natural integrity as routes become established on the ground, and if uses in a particular area increase, the potential for effects to opportunities for primitive recreational experiences and solitude can also be affected.

2. Cumulative Effects

See section 2 on following pages for description of other past, present and reasonably foreseeable actions with potential to impact roadless areas. Because of the possibility of continued uses on “existing” (but otherwise non-system) routes under Alternative 1, the cumulative impact to roadless area characteristics is likely greater than for other action alternatives.

b. Effects Common to All Action Alternatives (Alts 3-5)

Potential physical effects to roadless character from travel planning decisions are primarily associated with road and trail management decisions. Alternatives that would change the function of a single-track trail to a double track (i.e. a hiking/horseback/motorcycle trail to an ATV trail) have the potential to alter apparent naturalness or natural integrity, or even opportunity for solitude, in some cases. Opportunities for solitude and opportunities for a primitive recreation experience may be affected by the sound of motorized vehicles, and by the number of people encountered in an area. Remoteness may be affected by the development of new trailheads, or the incursion of new routes or access points into a previously inaccessible area. Effects can vary by amount, type, and location of motorized and non-motorized routes.

Under all alternatives, apparent naturalness can be affected by the visual appearance of ruts and mud holes along trails, rutted stream banks, and indiscriminate wheel tracks off existing routes. The scope of decisions made through this analysis deals only with the determinations of appropriate types of uses on a given route; subsequent site-specific analysis would be required to actually physically change a route on the ground to accommodate a new use or to relocate a particular route. Maintenance required to address problems that could affect the apparent naturalness of an area would also be a separate decision. Trails that function primarily as hiking, pack and saddle, bicycling or motorbike trails are primarily designed, constructed and maintained to the pack and saddle width of 18-24 inches of tread and are fairly unobtrusive on the ground. Trails designed for ATV use vary in tread width from 4-5 feet and can be a more obvious, constructed facility on the ground. See Forest Service Handbook (FSH) 2309.18-09-1 for descriptions of trail construction standards. ATV trails are not, however, considered roads per the FSH 1909.12 guidance used to review roadless characteristics. Areas that contain ATV trails that otherwise retain their roadless characteristics could continue to be considered in the roadless inventory and retain potential for inclusion in the wilderness preservation system in the future.

Recreational livestock use and hiking would not be restricted to designated routes in roadless areas under any alternative. Certain areas of the Forest, especially those that receive heavy stock traffic, have an extensive network of user-created trails. The continued use of these routes by foot, bicycle, or livestock could cause minor negative effects to natural integrity and apparent naturalness, especially if trails become eroded or infested by weeds.

c. All Action Alternatives (Alts. 3-5)

1. Direct and Indirect Effects

Roads have the most potential to impact inventoried roadless areas. Table III-46 below shows the amount of road miles (open to 4x4s) within roadless areas and shows their season of use. It also reflects whether an alternative would convert an existing road to a trail.

Table III-46. Summary of Road Miles Open within Inventoried Roadless Areas

Roadless Area Name	Miles of Road (rounded to nearest whole number)														
	Summer Alt 1			Summer Alt 3				Summer Alt 4				Summer Alt 5			
	Open Yearlong	Open Seasonally	Closed Yearlong	Open Yearlong	Open Seasonally	Closed Yearlong	Convert road to trail	Open Yearlong	Open Seasonally	Closed Yearlong	Convert road to trail	Open Yearlong	Open Seasonally	Closed Yearlong	Convert road to trail
Big Baldy*	13	5	3	7	5	5	8	7	5	5	4	7	4	5	5
Bluff Mountain	51	19	0	32	3	35	0	12	12	46	0	21	32	17	0
Box Canyon	1	8	9	0	9	9	0	0	7	11	0	0	9	9	0
Calf Creek	2	2	6	1	2	7	0	1	2	7	0	1	2	7	0
Castle Mountains	13	0	6	7	0	12	0	7	0	12	0	3	0	16	0
Crazy Mountains	3	0	0	2	0	1	0	1	0	2	0	1	0	1	1
Eagle Park	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Granite Mountain	3	0	0	2	0	1	0	2	0	1	0	1	0	2	0
Middle Fork Judith*	41	13	13	28	18	19	5	12	2	51	5	15	16	31	5
Mount High	38	0	2	16	0	20	4	13	6	21	0	8	4	28	0
North Fork Smith	3	5	0	1	2	2	3	1	2	2	3	1	2	2	3
Paine Gulch	3	0	0	2	0	1	0	2	0	1	0	1	0	2	0
Pilgrim Creek	3	0	3	0	0	4	2	0	0	5	1	0	0	5	1
Sawmill Creek	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0
Spring Creek	2	8	1	1	5	5	0	2	5	4	0	2	6	3	0
Tender-foot-Deep Creek*	8	0	8	13	0	5	0	3	0	13	0	10	0	4	2
Tollgate-Sheep*	7	10	2	6	9	4	2	5	10	4	0	3	0	16	0
TW Mountain	8	0	0	5	0	3	0	5	0	3	0	3	0	5	0
Totals	200	70	53	123	53	135	24	61	51	189	13	77	75	154	17

Total mileages may vary between alternatives as some alternatives incorporate undetermined roads or trails as system trail routes, or convert system roads to system trails, or eliminate undetermined routes.

All action alternatives would reduce the total amount of open roads within roadless areas overall. Alternatives 3 and 5 would increase open road miles in the Tenderfoot-Deep Creek roadless area over current by allowing public road use on road #263 from Smith River to Deep Creek Park. Alternative 4 would result in the fewest open road miles within roadless areas.

Alternatives 3 and 5 would construct about 2 miles of new road in the Arch Coulee area of the Middle Fork Judith WSA to replace yearlong motorized road access to private inholdings within the WSA along the Middle Fork Judith River. The current road crosses the Middle Fork Judith River over 20 times, resulting in extreme bank damage in some places. Under alternative 5, the existing route would be converted to a non-motorized trail; under alternative 3 the existing route would be opened seasonally to all motorized uses. Easier access to the Middle Fork could affect opportunities for solitude, particularly under alternative 3. Apparent naturalness would also be affected by the creation of a new route. While, under alternative 5, the old road would be converted to a non-motorized trail and apparent naturalness for this portion would eventually be restored as the old route healed over time, both routes would remain open under alternative 3.

Alternative 3 identifies an airstrip north of Deep Creek Park in the Tenderfoot-Deep Creek roadless area. Roaded access to this airstrip is not proposed. Alternative 3 identifies an existing airstrip on private lands within the Middle Fork Judith WSA, but also proposes an additional airstrip in the Lost Fork Judith river area, also within the WSA. Some visitors could feel that the noise associated with small plane use of these airstrips would adversely affect opportunities for solitude in these areas and add a manmade feature that also affects the apparent naturalness of the area. This would be true in the Middle Fork Judith WSA and would not be maintaining the wilderness character of the area as it existed in 1977.

Table III-47 compares alternatives for motorized and non-motorized *trails* within inventoried roadless areas. Non-motorized roads are counted in Table III-46 above. Alternative 3 would increase the total amount of motorized trails above current, particularly in the Middle Fork Judith and Mount High areas. About 14 miles of new motorized routes would be constructed around private inholdings in the Middle Fork WSA to connect existing motorized trails. Alternative 5 proposes seven miles of new motorized trails around private lands in the Deep Creek Park area of the Tenderfoot-Deep Creek roadless area; while alternative 3 proposes 4 miles of motor bike trail on the north end of Deep Creek Park only. There is no legal public access from the Smith River side, so these trails would allow use from other motorized routes to the north and east and provide additional motorized opportunities to the Smith River corridor and Deep Creek Park. Some people may feel this could negatively affect opportunities for solitude and semi-primitive recreational experiences, especially under alternative 5. All action alternatives would increase the amount of non-motorized trails in roadless areas over current.

An assessment was made of whether any of the action alternatives would convert undetermined (non-system) roads to system roads or motorized trail within inventoried roadless areas, by alternative. Under direction at FSM 7700 – Transportation Systems at 7703.2, adopting or creating new roads as system roads requires the adoption of a Forest Scale Roads Analysis into the Forest Plan and a project specific roads analysis to inform such a decision. New road construction is defined at FSM 7705 as an “activity that results in the addition of forest classified or temporary road miles.” Table III-48 below provides this information, with mileages to the nearest tenth.

Table III-47. Comparison of Miles of Motorized and Non-motorized Trails within Inventoried Roadless Areas by Alternative

Inventoried Roadless Area	Summer Alt 1		Summer Alt 3		Summer Alt 4		Summer Alt 5	
	Miles of motorized trail	Miles of non-motorized trail	Miles of motorized trail	Miles of non-motorized trail	Miles of motorized trail	Miles of non-motorized trail	Miles of motorized trail	Miles of non-motorized trail
Big Baldy	70	4	64	7	15	57	56	13
Bluff Mountain	34	0	34	0	5	26	32	0
Box Canyon	12	0	12	0	0	11	4	7
Calf Creek	20	0	20	0	20	0	20	0
Castle Mountains	36	7	38	1	1	39	14	21
Crazy Mountains	21	1	21	1	0	21	0	22
Eagle Park	4	0	0	4	0	4	0	4
Granite Mountain	0	0	0	0	0	0	0	0
Middle Fork Judith	58	25	73	72	5	78	43	44
Mount High	27	0	35	1	20	7	30	0
North Fork Smith	0	0	5	0	5	0	5	0
Paine Gulch	5	3	0	3	0	3	0	3
Pilgrim Creek	43	1	42	2	1	33	0	33
Sawmill Creek	3	4	0	4	0	4	0	4
Spring Creek	11	12	13	9	10	12	11	10
Tenderfoot-Deep Creek	119	1	113	20	0	111	83	24
Tollgate-Sheep	13	0	10	2	11	0	10	0
TW Mountain	0	0	0	0	0	0	0	0
Totals*	476	58	480	126	93	406	308	185

* Total mileages may vary between alternatives as some alternatives incorporate undetermined roads or trails as system trail routes, or convert system roads to system trails, or eliminate undetermined routes. (mileages rounded to nearest mile)

Table III-48. Miles of Undetermined Road Converting to System Road or System Motorized Trail, or Eliminated within Inventoried Roadless Areas (includes Middle Fork Judith WSA+adjoining roadless area)

Roadless Area	Summer Alt 3			Summer Alt 4			Summer Alt 5		
	Undetermined road converted to system road open to road vehicles	Undetermined road converted to system trail open to ATVs and/or motorbikes	Undetermined road eliminated	Undetermined road converted to system road open to road vehicles	Undetermined road converted to system trail open to ATVs and/or motorbikes	Undetermined road eliminated	Undetermined road converted to system road open to road vehicles	Undetermined road converted to system trail open to ATVs and/or motorbikes	Undetermined road eliminated
Big Baldy			4.7			4.9		.6	4.3
Bluff Mountain	.5		1.0	.5		1.0	.5		5.3
Box Canyon			2.0			2.0			6.5
Calf Creek			4.4			4.4			4.4
Castle Mountains			8.0			8.0			8.6
Crazy Mountains			.7			.7			.7
Eagle Park			.2			.2			.2
Granite Mountain			1.0			1.0			1.8
Middle Fk. Judith	1.2		13.6	.4		14.6	.4		20.5
Mount High		.9	11.1			11.9		.9	22.7
North Fork Smith			2.3			2.3			2.3
Paine Gulch			1.5			1.5	.4		1.5
Pilgrim Creek			3.4			3.4			3.5
Sawmill Creek			.6			.6			.6
Spring Creek			1.2			1.2			1.2
Tenderfoot-Deep Crk	.2	.2	4.0	.2	.2	4.0	.2	.2	4.0
Tollgate-Sheep			1.8			1.8			13.1
TW Mountain			3.1			3.1			4.7
Totals	1.9	1.1	64.6	1.1	.2	66.6	1.5	1.7	105.9

Alternative 5 would eliminate the most miles of undetermined roads in roadless areas, while alternative 3 would result in the addition of most miles of undetermined roads to the roads transportation system.

Two segments of undetermined roads in the Big Baldy roadless area would be converted to system motorized trails in Alternative 5. These would connect up other motorized routes to routes that cross patented mining claims in the upper Carpenter Creek area. These routes would not be included as system routes in Alternatives 3 or 4.

The total of .5 mile of converted undetermined road under alternatives 3, 4 and 5 in the Bluff Mountain roadless area are two segments (15743001 and 6519004) that extend from existing roads #15743 and #6519, creating a small motorized loop opportunity below Bluff Mountain.

Under Alternative 3, a .75 mile long undetermined route (2079001) accessed off the Rickard Coulee Road #2079 in the Middle Fork Judith WSA/roadless area, would be adopted as a system road. This route would access a new system trail open seasonally to motorized use. The new trail follows the route of an abandoned trail and traverses the divide between the Middle and North Forks of Rickard Coulee to connect with other motorized routes near Kelly Mountain. Another .42 mile undetermined road in Arch Coulee would be adopted as a system road to provide public access in the Middle Fork Judith area. Under Alternative 4, only the Arch Coulee segment (.42 miles) would be converted to a system road. Under Alternative 5, the Arch Coulee segment would be converted to a system road. Under Alternatives 3 and 5, two segments of system road in inventoried roadless areas adjoining the Middle Fork WSA would be converted to a motorized system trail open yearlong to ATVs, trails bikes, and snowmobiles (snow conditions permitting). These segments include 2.4 miles of route #2055 off the end of Weatherwax road #2056 and a 1.7 mile spur coming off route #2506. These are outside of the Middle Fork Judith WSA itself, but within the adjacent inventoried roadless lands.

In alternatives 3 and 5, .9 mile of undetermined road south of the Indian Hill area in the Mount High roadless area would be converted to system trail open to motorized use.

In the Paine Gulch roadless area, under Alternative 5, small segments of undetermined roads (8 segments totaling less than .4 mile) that access dispersed campsites in the Dry Fork Belt Creek area would be put on the Forest's road system.

Under all action alternatives, approximately .2 miles of undetermined road that accesses the lower Pilgrim Creek trailhead in the Tenderfoot-Deep Creek roadless area would be incorporated into the forest's designated road system. This segment has been in place for a long time, but never identified as a system road.

Under Alternative 5, a 1.8 mile new segment of motorized trail would connect two segments of existing road (which would be converted from an existing road to a motorized trail) to form a motorized loop opportunity in the North Fork Smith roadless area. In Alternative 3, the existing road would remain a system road, but would be identified for possible mixed use traffic and the new trail construction would be for ATV and trail bike use to provide a connected, loop opportunity for OHV use while keeping the existing route open to 4x4s.

Table III-49 summarizes the miles of areas open (may have seasonal restrictions) to snowmobiles for all alternatives in roadless areas (including the Middle Fork Judith WSA). Alternative 3 would allow the most roadless areas to be used by snowmobiles; Alternative 2 would be the most restrictive. The primary effects to roadless characteristics in alternatives

that have more open snowmobile areas and more groomed trails are effects to natural integrity, primarily related to possible stress on wintering wildlife (see the Wildlife Issues) and reduced opportunities for solitude and primitive recreational experience. Groomed trails are likely to attract more visitors than dispersed backcountry travel or even ungroomed trails otherwise open for snowmobile use. Only the Middle Fork Judith WSA/roadless area has groomed snowmobile routes, totaling about 1.5 miles.

Table III-49. Acreage Open to Snowmobile Use in Inventoried Roadless Areas by Winter Use Alternative

	Winter Alt 1	Winter Alt 2	Winter Alt 3
Total acreage open to snowmobile use within roadless areas	503,626	133,421	307,771

Middle Fork Judith WSA:

Table III-50 compares types of routes and uses between 1977 and all alternatives for those lands just within the WSA as depicted in PL 95-150, and including adjoining inventoried roadless lands 1-734. Routes open either seasonally or yearlong are shown. It includes miles of routes and acres of area open to snowmobile use.

Table III-50. Comparison of Route and Area Uses With 1977 Conditions in the Middle Fork WSA and Adjoining Roadless Area by Alternative (rounded to nearest mile)

Type of Route/Use	1977		Summer Alt 1		Summer Alt 3		Summer Alt 4		Summer Alt 5	
	WSA only	WSA + adjoining roadless lands	WSA only	WSA + adjoining roadless lands	WSA only	WSA + adjoining roadless lands	WSA only	WSA + adjoining roadless lands	WSA only	WSA + adjoining roadless lands
4 X 4 jeep	55	68	40	54	39	46	7	14	26	31
Trail bike	71	71	43	44	41	41	0	0	26	26
ATV	0	0	14	14	32	37	0	5	13	17
Horse/Hike*	24	24	27	38	71	77	109	113	51	56
	1977		Winter Alt 1		Winter Alt 2		Winter Alt 3		N/A	
Snowmobile	82,089	90,486	82,089	90,486	3,814	11,822	63,465	71,259	N/A	

* includes non-motorized roads and routes that allow snowmobile use when snow conditions allow.

Alternative 3 would increase the total miles of two-track motorized routes (ATV and 4x4) in the WSA and adjoining roadless lands above both existing mileage and that in 1977. Single-track motorized routes would be fewer than in 1977 under all alternatives. Alternative 4 would have the fewest motorized routes of all alternatives. Alternative 1 would retain snowmobile use at the 1977 levels; other winter recreation alternatives would reduce the amount of acreage open to snowmobile use below the 1977 levels.

A qualitative determination as to how the alternatives might affect roadless/wilderness attributes was made. Miles of motorized routes or presence of airstrips was used to compare effects to opportunities for solitude or primitive recreational experience. An increase in the amount of ATV over two-track routes was used to determine differences in effects to apparent naturalness. Construction of new ATV trails or development of airstrips would have an effect on natural integrity and apparent naturalness by disturbing a larger area of soil and vegetation. See the other resource sections for specific discussion of these issues. Opportunities for solitude would be reduced in these previously trail-less areas as motorized use becomes established.

Table III-51 provides a subjective display of how each alternative affects principal roadless or wilderness characteristics. This table is based on the consideration of miles of open road, miles of undetermined roads converted to system roads, miles of ATV routes, miles of motorcycle trails, open snowmobile areas, airstrips, and consideration of areas with quiet trail opportunities.

Table III-51. Qualitative Comparison of Alternatives by Wilderness Characteristics

Wilderness Characteristic	Summer Alt 1		Summer Alt 3		Summer Alt 4		Summer Alt 5	
	Roadless Areas	Middle Fork Judith WSA						
Apparent Naturalness / Natural Integrity								
Miles of open road.	--	--	--	--	++	++	+	+
Convert undetermined roads to system road.	--	-	-	--	++	+	+	+
Airstrips.	+	+	--	--	+	+	+	+
Miles undetermined roads eliminated.	--	--	-	-	+	+	++	++
Opportunity for Solitude								
Miles non-motorized trail.	--	-	-	--	++	++	+	+
Areas of quiet uses.	-	-	--	--	++	++	+	+
Opportunity for Primitive Recreational Experience								
Miles motorized trail.	-	-	--	--	++	++	+	+
Convert road to trail.	--	-	+	+	-	+	++	+
	Winter Alt 1		Winter Alt 2		Winter Alt 3		N/A	
Areas open to Snowmobile use.	+	+	++	++	-	-	n/a	n/a

(-- least responsive to maintaining roadless characteristics, - less responsive, + more responsive, ++ most responsive)

None of the alternatives would cause irreversible or irretrievable effects to roadless characteristics that would negate future consideration for inclusion in the Wilderness Preservation System. Even the creation of ATV trails within roadless areas would be a reversible decision. If areas were designated as wilderness, motorized uses would be prohibited and wider motorized trails could be rehabilitated to pack and saddle standard, the norm for wilderness trails.

2. Cumulative Effects

Other past, present, or reasonable foreseeable actions considered for cumulative impacts to inventoried roadless or Wilderness Study Act areas in combination with travel planning determinations include prescribed burning and lands projects mentioned in Appendix F. No timber harvest projects are proposed within inventoried roadless or WSA areas.

Approximately 500 acres of prescribed burning are proposed burning in the Paine Gulch and Big Baldy roadless area as part of the Monarch-Neihart fuels reduction project. These acres are located adjacent to Highway 89 and are intended to provide defensible space to nearby structures. There may be short term negative effects to apparent naturalness from blackened vegetation and long term beneficial effects to natural integrity as systems are moved toward more natural conditions. Because of the proximity of these areas to Highway 89, these are not expected to have cumulative negative impacts to roadless characteristics when considered in conjunction with travel management determinations.

The East Crazies right-of-way exchange would involve authorizing approximately .7 mile of new roaded access within the Crazy Mountain roadless area to access private inholdings. The proponent has indicated a desire to harvest timber off the private lands. The Forest Service is seeking reciprocal public access on the Big Elk Road #654. Acquiring legal public access in this area could increase visitor use to the Elk Lake area and would facilitate public use of trail # 640, which is currently closed yearlong to 4x4s and ATVs, and open seasonally to trail bike and snowmobiles. Alternatives 4 and 5 would make trail #640 non-motorized, while alternative 3 would keep it open to trail bikes. The area is now accessible by landowner permission only. Legal access to this area under motorized alternatives could result in an increase in those types of uses. Increased visitor use under any alternative could have a slight impact on a sense of remoteness and opportunities for solitude.

The Forest is seeking reciprocal access grants to secure public access on Forest Road #9211 and trails #716 and 723 across two parcels of private lands in the Grasshopper Creek area within the Castle Mountains roadless area. The trails are currently open yearlong to motorbikes. Alternatives 3 and 5 would open the routes to ATV use. Nothing prevents publics from using these routes currently (i.e. there are no barriers at private land boundaries); acquiring legal right-of-way would legalize public access and ensure such uses into the future.

The Forest is working on a land exchange of approximately 150 acres in the Taylor Hills area of the Tenderfoot-Deep Creek roadless area. Under the proposed exchange, a parcel at the confluence of trails #344 and #351 would be traded to the Forest Service in exchange for parcels adjacent to private lands outside the roadless area. The exchange would result in an addition of about 150 acres to inventoried roadless lands and facilitate legal public access on the two trails, although access through private land is not currently denied. The exchange would result in a positive impact to roadless characteristics as possible future development of private inholdings would not occur.

A possible slight decrease in opportunities for solitude and sense of remoteness in the Crazies roadless area from right-of-way acquisition and a positive impact from acquisition of private lands in the Tenderfoot-Deep Creek roadless area, combined with the proposed actions are not expected, overall, to have notable effects on roadless characteristics. Growing recreational use of any type under all the alternatives could reduce opportunities for solitude in some roadless area.