

ROADLESS / WILDERNESS

Five issues were identified that pertain to the effects of travel management on roadless characteristics within portions of the project area, and on the potential for portions of the area to be included in the National Wilderness Preservation System.

EFFECTS ON ROADLESS CHARACTERISTICS.

Some people believe that motorized OHVs are damaging the physical environment in the inventoried roadless areas, and changing the amenity values of the roadless setting. Other people believe that there is a long history of motorized travel within the roadless areas, and that the physical and amenity values have not been harmed by OHV use. The following analysis will compare the effects of current and proposed travel management on the wilderness/roadless characteristics within each Inventoried Roadless Area. Effects on uninventoried roadless lands will be addressed in general, but specific acres will not be identified.

1. EXISTING CONDITION

The project area encompasses all or portions of two inventoried roadless areas.

Table III-43. Inventoried Roadless Areas and Acreage within Analysis Area

Inventoried Roadless Area	Total Acres ¹	Acres within Analysis Area
1-485 Bear – Marshall – Scapegoat – Swan	866,330	336,688
<u>Sub-Areas on Lewis & Clark National Forest</u>		
C-1485 Badger / Two Medicine	102,100	102,100
T-1485 Teton	63,133	63,133
P-1485 Deep Creek / Reservoir North	45,962	45,962
W-1485 Renshaw	57,611	57,611
A-1485 Benchmark / Elk Creek	32,314	32,314
F-1485 Silver King / Falls Creek	35,568	<u>35,568</u>
		336,688
1-721 Sawtooth	15,500	15,500

¹ These are gross acres presented in the Forest Plan. GIS acres may differ from those presented in Forest Plan.

The Bear – Marshall – Scapegoat – Swan Inventoried Roadless Area is a large area surrounding the Bob Marshall, Scapegoat, and Great Bear Wilderness complex, and includes lands on four National Forests. This analysis will only address the 336,688 acres on the Lewis and Clark National Forest, as well as the 15,500-acre Sawtooth Inventoried Roadless Area as shown on Map 19 entitled “Roadless Areas, Adjacent ONAs, and Wilderness Areas”.

Appendix C of the Lewis and Clark Forest Plan (USDA Forest Service 1986) contains a site-specific evaluation of inventoried roadless areas (IRAs) and makes recommendations as to whether specific IRAs should be considered for inclusion in the wilderness preservation system. The following descriptions are based on Forest Plan evaluations and include subsequent changes to IRAs since development of the Forest Plan, if any have occurred.

a. Natural Characteristics

The 1964 Wilderness Act considered several attributes in determining whether certain lands possessed wilderness qualities. These included natural integrity, apparent naturalness, opportunities for solitude, and opportunities for a primitive recreation experience. Forest Service Handbook (FSH-1909.12, Chap. 7) discusses these attributes of wilderness, and also discusses additional attributes to be considered in evaluating potential wilderness areas. Characteristics of roadless areas are described in 36 CFR 294.11. A crosswalk between wilderness attributes and roadless characteristics is presented in the following table. Seven attributes for wilderness evaluation will be used in defining existing conditions and comparing effects on inventoried roadless lands in the analysis area.

Table III-44. Wilderness Attributes and Roadless Characteristics

WILDERNESS ATTRIBUTES	ROADLESS CHARACTERISTICS
<u>Natural Integrity.</u> The extent to which long-term ecological processes are intact and operating.	High quality or undisturbed soil, water, air. Source of public drinking water. Diversity of plant and animal communities. Habitat for threatened, endangered, candidate, proposed, and sensitive species dependent on large areas. Reference landscapes.
<u>Apparent Naturalness.</u> Environment looks natural to most people.	Natural appearing landscapes with high scenic quality.
<u>Solitude & Primitive Recreation.</u> Personal subjective value defined as the isolation from the sights, sounds, and presence of others and the developments of man.	Primitive, semi-primitive non-motorized, and semi-primitive motorized ROS classes of dispersed recreation.
<u>Remoteness.</u> Perceived condition of being secluded, inaccessible, and out of the way.	
<u>Unique Features.</u> Unique and/or special geological, biological, ecological, cultural, or scenic features.	Other locally identified unique characteristics. Traditional cultural properties and sacred sites.
<u>Manageability/Boundaries.</u> Ability to manage a roadless area to meet the minimum size criteria (5,000 acres) for wilderness.	No criteria.

Natural Integrity:

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. roads, utility rights-of-way, fences, lookouts, and cabins), recreation developments, domestic livestock grazing, mineral developments, wildlife/fisheries management activities, vegetative manipulation, introduction of exotic species, and fire suppression activities.

Unimproved roads developed in the 1950s and 1960s for seismic testing have impacted the Badger-Two Medicine, Blackleaf, Teton, and Sun River areas. Livestock grazing and associated fences have impacted the natural integrity of the Badger-Two Medicine, Teton, Deep Creek, Sun River, Renshaw, Benchmark, and Falls Creek areas. Badger Cabin is a historical structure in the Badger-Two Medicine area. Hannan Gulch Road 3305 was

constructed in the 1960s for seismic exploration. Some timber cutting was done in the early 1990s adjacent to the main Beaver-Willow road for grizzly bear habitat improvement. Development on private property in Mortimer Gulch, head of Gibson Reservoir, Beaver Creek, Willow Creek, and Elk Creek also affect the natural integrity of surrounding inventoried roadless areas. Development on private property within the National Forest near Dog Gun Lake, Buffalo Lake, and False Summit affect the natural integrity of adjacent unroaded lands.

Apparent Naturalness:

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.

Seismic roads impact the apparent naturalness of the Badger-Two Medicine, Blackleaf, Teton, and Sun River areas. Use of old seismic roads as ATV trails, indiscriminate off-road driving, and heavy use of some trails by motorcycles and/or ATVs affects the apparent naturalness along the trail system where wheel tracks are evident at mud holes, creek crossings, and steep grades. Developments such as Mount Baldy electronic site, Swift Reservoir, Teton Ski Area, recreation residences, trailheads, Gibson Dam, and Diversion Dam are situated outside of the roadless area boundaries, but affect the apparent naturalness of the general setting. Likewise, timber cutting along Benchmark Road, North Fork Teton, Green Gulch, Pike Creek, and other sites are situated outside of the roadless area boundaries, but affect the apparent naturalness of the general setting.

Opportunity for Solitude:

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.

Opportunities for solitude are high or very high in areas such as the southeast portion of the Badger-Two Medicine area, lower Badger Creek, W.Fk.North Fork Teton, Middle Fork Teton, the headwaters of South Fork Teton, Deep Creek, Renshaw, south of Benchmark, Elk Creek, and Dearborn canyon. Falls Creek also has a high opportunity for solitude due to the landowner allowing access to only people on foot or horseback. Areas such as Headquarters Pass, Our Lake, and South Fork Sun trail have only moderate opportunities for solitude due to the high levels of use by hikers and stock. Opportunities for solitude are negatively affected by higher use of ATVs in the vicinity of Badger Cabin (especially during the Fall hunting season), along Hannan Gulch road, and along other routes accessible by ATVs. Solitude in some portions of the Badger-Two Medicine is affected by the sound of train whistles and train engines that are traveling along the north boundary of the area. Opportunities for solitude during the winter are quite high throughout most of both Inventoried Roadless Areas. One designated snowmobile trail affects a corridor from Summit to Badger Cabin to North Badger Creek to Pool Creek. Likewise, snowmobile use in the North Fork Teton affects that area.

Opportunity for a Primitive Recreation Experience:

A primitive recreation experience includes the opportunity to experience solitude, a sense of remoteness, closeness to nature, serenity, and spirit of adventure through the application of outdoor skills in an environment that offers a high degree of challenge and risk. Such opportunities are normally found in Primitive and Semi-Primitive Non-Motorized classes of

the Recreation Opportunity Spectrum (ROS). 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.

Opportunities for a primitive recreation experience correlate closely to the discussion of opportunities for solitude.

Remoteness:

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.

The Badger Two Medicine is a very remote area, accessible via a motorized trail from Summit Campground, a motorcycle/stock trail from Summit Trailhead, and undeveloped trail junctions along Pike Creek Road for motorized and non-motorized access. Other main access points such as Lubec Lake, Palookaville, Mowitch Basin, and Swift Reservoir do not have perfected public easements, making the Badger-Two Medicine area quite remote for citizens that do not have permission from landowners and the Tribe. Other areas such as Blackleaf, Teton, Deep Creek, Renshaw, Elk Creek, and Falls Creek are also quite remote with limited access by road vehicles. Blackleaf road, and Beaver-Willow road provide access to undeveloped trailheads. West Fork Teton road, South Fork Teton road, Sun Canyon road, Benchmark road, Elk Creek road, and Dearborn road provide access to developed trailheads.

Unique Features:

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.

The rock reefs that define the Rocky Mountain Division are the most unique feature of both roadless areas. Wagner Basin is a 965-acre Research Natural Area within the roadless area. (Walling Reef is an 835-acre Research Natural Area within the Bob Marshall Wilderness). The Badger-Two Medicine area has traditional cultural value for the Blackfeet Tribe.

Manageability / Boundaries:

This element relates to the ability of the Forest Service to manage the area to meet size criteria and the six elements discussed above. Changes in the shape of an area influence how it can be managed. The location of other proposed projects outside the area are also factors to be considered. Boundary management impacts relate to such factors as the need to change boundaries to terrain features that can easily be located, and the provision of access to the area. Again, manageability/boundaries was not a wilderness quality factor rated in RARE II, but is a factor considered since the mid-1990s in evaluating effects on roadless areas.

Treaty rights in the Badger-Two Medicine place a lien on the land that may be incompatible with wilderness classification, or would make management of wilderness and treaty rights very difficult. The Beaver-Willow road defines a 50-foot wide corridor between two Inventoried Roadless Areas. The narrow corridor complicates management of spur roads that are used for dispersed camping.

b. Past Events and Conditions

The process of inventorying roadless areas began in 1972, when the Forest Service embarked on a nationwide evaluation of areas to identify and recommend suitable areas for wilderness designation. This first effort was called the Roadless Area Review and Evaluation process, and later became known as RARE I. The objective of RARE I was to select roadless areas for further study as potential candidates for Wilderness. RARE I did not fulfill the expectations of Congress, and a second round of Roadless Area Review and Evaluation (RARE II) began in early June 1977. RARE II established a wilderness attribute rating for all identified roadless areas. The Wilderness Attribute Rating System (WARS) rating 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 depending on the degree of naturalness or opportunity exhibited. The Bear-Marshall-Scapegoat-Swan IRA received a WARS rating of 25 out of a maximum possible score of 28 for wilderness attributes (USDA Forest Service 1978, page J-24). The Sawtooth IRA received a WARS rating of 23 (ibid).

c. Desired Condition

The Forest Plan recommended four areas, totaling 51,834 acres, for wilderness inclusion, including parts of West Fork North Fork Teton, South Fork Teton, Renshaw, and Falls Creek drainages. Also, the Forest Plan identified the Deep Creek-Reservoir North area, totaling 41,838 acres, for “further planning” as a wilderness study area. The Forest Plan established appropriate management objectives for these areas to maintain their potential for wilderness designation. Effects on the four areas recommended for wilderness and one area identified for further planning are addressed separately in this document.

Interim directive **1920-2006-1** has reserved authorization for certain activities in inventoried roadless areas to the Chief of the Forest Service. **New road construction is defined at FSM 7705 as an “activity that results in the addition of forest classified or temporary road miles.” Under direction at FSM 7700 – Transportation Systems at 7703.2, adopting or creating new roads within inventoried roadless areas requires the adoption of a Forest Scale Roads Analysis into the Forest Plan and a project specific roads analysis to inform such a decision. The Forest Service is still under interim directives (1920-2006-1) that specify authorities and exceptions for approval of road construction (or inclusion of undetermined roads as part of the Forest transportation system) within inventoried roadless areas. These directives reserve to the Chief the authority to approve or disapprove road construction in inventoried roadless areas unless or until a forest-scale roads analysis is completed and incorporated into the unit’s forest plan (FSM 7712.13b). The Lewis and Clark National Forest completed a Forest Scale Roads analysis in January 2003, and incorporated this roads analysis into the Lewis and Clark Forest Plan on October 15, 2004.**

2. ENVIRONMENTAL CONSEQUENCES

a. Alternative 1 - No Action Alternative

1. Direct and Indirect Effects

Travel management has the potential to affect only a few characteristics of the IRAs. Apparent naturalness may be affected by the visual appearance of ruts and mud holes along

trails, rutted stream banks, and indiscriminate or new wheel tracks off existing trails. Opportunities for solitude and opportunities for a primitive recreation experience may be affected by the sound of motorized vehicles, and by the number of other people camping or traveling in the area. Remoteness may be affected by the development of new trailheads, or the perfection of public rights-of-way that allow new portals for public access. Manageability may be affected by resolving issues of “undetermined roads and trails”.

Apparent Naturalness: Affects on apparent naturalness are generally associated with mainline trails that receive more motorized use, and on trails that have a lot of stream crossings. Wheel ruts, wheel tracks, and similar types of ground disturbance left by motorized vehicles are most visible on routes such as Whiterock Pass Trail 102 and Badger-Two Medicine Trail 101. Any trail open to motorized traffic could have tread marks left in the soil surface, but generally the visual appearance of tire tracks are no more a detraction than are tracks of horses or boots. Overall, there is the potential for wheel tracks to detract from the apparent naturalness of the setting along about 287 miles of designated system motorized trails and undetermined motorized trails within the inventoried roadless areas.

Solitude: Table III-45 indicates that opportunities for solitude could not be assured along 261 miles of motorized wheeled-vehicle system trails that exist in the Inventoried Roadless Areas. On the other hand, reasonable expectations for solitude (natural quiet) could be expected along 134 miles of non-motorized system trails. Other non-motorized trails that do have an affect on solitude include the trails to Our Lake and Headquarters Pass due to a high potential for encountering other people. Likewise, the non-motorized South Fork Sun River trail out of Benchmark reduces the opportunity for solitude due to the large number of people and pack strings that use the trail to access the Bob Marshall Wilderness. In the winter, there are 17 miles of designated snowmobile trails and 279,970 acres (80% of IRA acreage) open to snowmobiling. Rugged terrain and dense timber precludes the use of snowmobiles on much of this area. The total absence of motorized traffic during the winter can only be assured on about 67,600 acres that are closed to all motors.

Table III-45. Miles of Existing System Travel-ways within Inventoried Roadless Areas

INVENTORIED ROADLESS AREA	DESIGNATED SYSTEM ROUTES*				
	ROAD	ATV TRAIL	MOTORCYCLE TRAIL	HORSE/HIKE TRAIL	SNOW TRAIL
Bear-Marshall-Scapegoat-Swan					
Badger-Two Medicine map zone	6.4	29.7	77.0	15.0	15.6
Birch-Teton map zone	6.5	15.8	48.7	39.8	2.0
South Fork Sun map zone	7.8	1.3	43.0	52.3	0.0
Dearborn-Elk map zone	<u>0.0</u>	<u>5.5</u>	<u>22.4</u>	<u>24.5</u>	<u>0.0</u>
	20.7	52.3	191.1	131.6	17.6
Sawtooth	2.0	0.3	17.5	2.4	0.0
TOTAL	22.7	52.6	208.6	134.0	17.6

*Data from December 2004 report.

“Undetermined” routes are currently managed according to the 1988 Travel Plan area restrictions that apply. The 2001 3-State OHV decision also regulates use of motorized travel on these undetermined routes. Table III-46 indicates that motorized travel is currently legal on about 7 miles of low-standard road, 24 miles of ATV trail, and 1 mile of motorcycle trail.

Opportunities for solitude and opportunities for a primitive recreation experience would be reduced along these non-system trails due to the potential for encountering motorized OHVs. Another 2 miles of undetermined trail is only legally open to non-motorized travel, and does not affect solitude due to the low level of use.

Table III-46. Miles of Existing “Undetermined” Travel-ways within Inventoried Roadless Areas

INVENTORIED ROADLESS AREA	UNDETERMINED STATUS*			
	4X4 ROAD	ATV TRAIL	MOTORCYCLE TRAIL	HORSE/HIKE TRAIL
Bear-Marshall-Scapegoat-Swan				
Badger-Two Medicine map zone	0.1	3.2	1.3	0.0
Birch-Teton map zone	0.5	3.9	0.0	0.0
South Fork Sun map zone	4.3	8.1	0.0	0.4
Dearborn-Elk map zone	<u>0.0</u>	<u>5.2</u>	<u>0.0</u>	<u>0.0</u>
	4.9	20.4	1.3	0.4
Sawtooth	2.0	3.7	0.0	1.1
TOTAL	6.9	24.1	1.3	1.5

*Data from December 2004 report.

Primitive Recreation: Opportunities for a primitive recreation experience are high in the Badger-Two Medicine area during the spring and fall, because motorized travel is primarily allowed between July 1 and October 15. High water during spring runoff limits the amount of stock and hiking travel into the backcountry of the Badger-Two Medicine area because the South Fork Two Medicine River can be difficult to cross. Two motorcycle trails out of the Blackleaf trailhead are open after July 1, but there are no restrictions on the one ATV trail; consequently, opportunities for a primitive recreation experience are high only in the spring on two-thirds of the area. Seven motorcycle trails in the Deep Creek area are open from July 1 to October 15, and two motorcycle trails have no seasonal restrictions; consequently, primitive recreation opportunities are highest in the spring and fall. Hannan Gulch road is open yearlong to 4x4 and ATV travel. Three motorcycle trails in the Sawtooth IRA are not restricted until after October 15; consequently, primitive recreation opportunities are highest in the fall. One motorcycle trail to Renshaw Lake is open from July 1 to October 15. Two motorcycle trails in the Falls Creek area are not restricted until after October 15, and another motorcycle trail is not restricted; however, the landowner only allows goodwill access for hikers and stock, which provides a higher opportunity for primitive recreation.

During the winter months snowmobiling is restricted on about two-thirds of the inventoried roadless area in the Badger-Two Medicine area, providing a high opportunity for primitive recreation. About 16 miles of snowmobile trail is marked along South Fork Two Medicine and Pool Creek. There are no travel restrictions on snowmobiling in the Blackleaf, Deep Creek, Hannan Gulch, Sawtooth, Renshaw Lake, or Falls Creek area. About 1 mile of snowmobile trail and 1 mile of cross-country ski trail are marked in the Waldron Creek area.

Remoteness: Some people access the Badger-Two Medicine trail system from Lubec Lake road, but short segments of two connecting trails do not have perfected public rights-of-way. Access to the trail system is possible on public trails, but access is shorter by using the short segments of trail across private land. To date, landowners have not prohibited public use. If

the landowners were to deny goodwill access on these shortcuts, it would make some portions of the Badger-Two Medicine more remote due to increased travel time on public trails to reach the backcountry.

Unique Features: Traditional cultural activities of Blackfeet tribal members within the Badger-Two Medicine inventoried roadless area would continue to be affected by motorized travel on about 6 miles of roads and 107 miles of trails designated for wheeled vehicle use, and on about 5 miles of undetermined trails open to motorized wheeled vehicle travel.

Manageability: Beaver-Willow Road 233 is a narrow corridor between two Inventoried Roadless Areas. The Forest Service determined that the corridor is only 50-feet wide on each side of the centerline of Road 233. This created a problem for future management of 22 “undetermined” spur roads that access dispersed camping sites. Fourteen spur roads, ranging in length from 265-feet to 2300-feet, extend west of the Beaver-Willow road to access dispersed campsites. Eight spur roads, ranging in length from 620-feet to 2500-feet, extend east of the Beaver-Willow road to access dispersed campsites. These undetermined spur roads total 2.5 miles west of Beaver-Willow road, and 2.0 miles east of the road. Under current regulations and Forest Service policy, changing the classification of existing undetermined roads to “system” roads is the same as construction.

2. Cumulative Effects

Alternative 1 provides a description of the existing situation, and as such establishes a baseline for the public to compare the effects of other alternatives. The proposed oil and gas drilling in the Badger-Two Medicine is outside of the inventoried roadless area. Likewise, all activities associated with managing the existing pipeline corridor along the northern edge of the Badger-Two Medicine area would occur outside of the roadless area. All proposed prescribed burns and fuel treatments on the Rocky Mountain Ranger District are expected to have short-term effects on the apparent naturalness of the area, and have a positive long-term affect on natural integrity by restoring natural ecological processes. There are no known cumulative effects with other proposed or associated activities as listed in Appendix M that may affect roadless characteristics.

b. Action Alternatives 2-5

1. Direct and Indirect Effects

Natural Integrity: There are no effects on natural integrity under any of the action alternatives, because there is no new road construction proposed, and there are no developments proposed within Inventoried Roadless Areas.

Apparent Naturalness: Apparent naturalness on mainline and other trails could continue to be visually affected by wheel tracks of ATVs and motorcycles on trails designated for motorized travel. Table III-47 shows that all action alternatives reduce the mileage of system trails open to motorized travel; therefore all action alternatives reduce the potential to affect apparent naturalness along the designated trail system. Alternative 2 retains about 215 miles of trail within IRAs open to motorized use, which is a 25% reduction in mileage from the existing condition. Alternative 3 closes all trails to motorized use. Alternative 4 retains about 81 miles of trail open to motorized travel, which is a 72% reduction from the existing condition. Alternative 5 restricts motorized travel on all trails in the Badger-Two Medicine area, and retains only about 61 miles of trail in IRAs open to motorized use (a 79% reduction).

Solitude: All action alternatives reduce the mileage of system roads and trails open to motorized travel as shown in Table III-47; and all action alternatives decommission several miles of undetermined (non-system) roads and trails. Consequently, all action alternatives increase the opportunity to find solitude (natural quiet) during the summer within the IRAs. Alternative 2 increases the opportunity to find solitude by about 26% by keeping about 74% of the existing roads and trails within the IRAs open to motorized travel. Alternative 3 provides the greatest (98%) increase in opportunity for solitude by retaining only 6 miles of road open for motorized travel. Alternatives 4 and 5 increase the likelihood of natural quiet by 68% and 76% respectively during the summer and fall months.

All action alternatives also reduce the acreage open to cross-country snowmobiling as shown in Table III-48, and thereby increase the opportunity to find solitude during the winter within the IRAs. Alternative 2 increases the opportunity to find solitude by about 50% during the winter by restricting motorized snowmobiling on about half (174,190 acres) of the roadless area. Alternative 3 restricts snowmobiling on all 347,560 acres within the IRAs, thereby providing the greatest opportunity for solitude. Alternatives 4 and 5 increase the likelihood of natural quiet by about 70% and 75% respectively during the winter months.

Alternatives 2, 4, and 5 decommission about 12 miles (35%) of the 34 miles of undetermined roads and trails that exist within the IRAs. Alternative 3 decommissions about 14 miles (41%) of the undetermined routes. Decommissioning is expected to include signing each route as “closed to motorized use”, not clearing deadfall, and discouraging public use. These actions should increase the opportunity for finding solitude in the vicinity of decommissioned routes. On the other hand, all of the action alternatives adopt from 20 to 22 miles of undetermined roads and trails as “system” routes to be managed in the future. Encouraging public use of these routes, whether by motorized or non-motorized modes of travel, could reduce the opportunity for finding solitude adjacent to and along the trail. Alternatives 2, 4, and 5 have the most potential to reduce solitude along the adopted “undetermined” trails because they would allow motorized travel on from 14 to 15 miles of trail. Alternative 3 would only allow motorized travel on 4 miles of adopted “undetermined” road, and has the least potential to reduce solitude.

Primitive Recreation: The action alternatives affect opportunities for a primitive recreation opportunity by concentrating motorized use in different areas. In the Badger-Two Medicine area, both Alternatives 3 and 5 provide high opportunities yearlong, because all motorized use is restricted. Under Alternatives 2 and 4, the Badger-Two Medicine area would provide high opportunities for a primitive recreation experience during the spring and fall when motorized wheeled vehicle use is restricted. Even during the primary motorized use period in the Badger-Two Medicine (July 1 through October 15) under Alternatives 2 and 4, opportunities for a primitive recreation experience would be higher than under the existing condition, because these alternatives also reduce the number of trails open to motorized travel. Alternatives 2 and 4 also would impose more restrictions on snowmobiling than currently exist, and would provide more opportunities for a primitive winter recreation experience than currently exist.

In the Blackleaf area, Alternative 3 provides the highest opportunity for primitive recreation yearlong, because all motorized use is restricted. Alternatives 2, 4 and 5 continue to allow motorized use on one motorcycle trail and one ATV trail leaving the trailhead, consequently, these alternative only provide a high opportunity for primitive recreation experience in the spring. Alternatives 2, 4, and 5 also allow snowmobiling to continue from the trailhead, and therefore do not improve opportunities for a primitive winter recreation experience.

In the Deep Creek area, Alternatives 3, 4 and 5 restrict all motorized travel on trails, thereby providing high opportunities for primitive recreation yearlong. Hannan Gulch road would be closed to all motorized travel under Alternative 3, and only open to motorized access in the spring and fall by disabled hunters under Alternatives 4 and 5. Under Alternative 2, Hannan Gulch road would be open to motorized access yearlong, and seven motorcycle trails in the Deep Creek area would remain open from July 1 to October 15, two motorcycle trails would have no seasonal restrictions, and the entire area would be open to snowmobiling. Primitive recreation opportunities would only be high in the spring and fall under Alternative 2.

The Sawtooth IRA would provide high opportunities for primitive recreation yearlong under Alternative 3. All of the other action alternatives (Alts. 2, 4, and 5) retain the current network of motorcycle trails in the Sawtooth IRA as open until October 15, and only restrict snowmobiling during the fall hunting season. Consequently, Alternatives 2, 4 and 5 would only provide high opportunities for primitive recreation in the Sawtooth IRA during the fall.

In the Benchmark area, one motorcycle trail to Renshaw Lake would remain open from July 1 to October 15 under Alternatives 2, 4 and 5. Alternative 3 would restrict motorized travel on this trail, and therefore is the only alternative increasing the opportunity for primitive recreation at Renshaw Lake. All action alternatives restrict motorized wheeled vehicles in the Petty-Crown area, thereby increasing the opportunity for primitive recreation during the spring, summer, and fall. The majority of the Benchmark area would remain open to snowmobiling under Alternatives 2, 4, and 5.

The Elk Creek area would provide high opportunities yearlong for primitive recreation on the main trail under all action alternatives. Alternative 3 would expand the area providing opportunities for primitive recreation by restricting all motorized use in the Cyanide Creek and Sawmill Creek drainages.

In the Smith Creek and Falls Creek areas, all action alternatives restrict all motorized wheeled vehicle use. Consequently, Alternatives 2, 3, 4, and 5 provide a high opportunity for primitive recreation in the Smith Creek and Falls Creek areas during the spring, summer, and fall. Alternatives 3, 4, and 5 restrict snowmobiling in the Falls Creek area, thereby providing high opportunities for primitive winter recreation.

Remoteness: A trailhead for motorized OHV access would be developed on Lubec Lake road under Alternatives 2 and 4. The Forest Service would seek perfected easements or relocate trails onto public lands to provide public access to the trail system. Development of a new trailhead with parking and toilet facilities would accommodate existing uses, and would not affect the remoteness of the Badger-Two Medicine area. The Lubec Lake trailhead does not shorten the distance to the backcountry, nor does it make the backcountry more accessible. The Lubec Lake trailhead would not be developed under Alternatives 3 and 5. Only horse and foot traffic would be allowed. Public access would be discouraged under Alternative 5. Under Alternative 3, if the landowners were to deny goodwill access on the segments of horse and foot trail shortcutting across their property, it would make some portions of the Badger-Two Medicine more remote due to increased travel time on other trails to reach the backcountry.

Unique Features: Traditional cultural activities of Blackfeet tribal members within the Badger-Two Medicine area could be affected by motorized travel allowed under Alternatives 2 and 4, although both alternatives reduce the mileage open to motorized use. Alternative 2 provides a 21% reduction, and Alternative 4 provides a 76% reduction in mileage open to motorized travel. Alternatives 3 and 5 restrict all motorized use in the Badger-Two Medicine area, and would have the least potential to disturb traditional cultural activities.

Manageability: Beaver-Willow Road 233 would continue to be a narrow road corridor between two inventoried roadless areas under all alternatives. Eighteen undetermined roads, totaling 3.6 miles, would be reclassified and managed as four-wheel-drive trails or system roads to allow vehicle access to dispersed camping sites under Alternatives 2, 4 and 5. **Under existing directives, the Forest Supervisor has the authority to adopt undetermined roads within inventoried roadless areas and manage them as proposed in Alternatives 2, 4 and 5.** These same spur roads would be adopted as system roads under Alternative 3, but public motorized travel would be restricted yearlong. Alternative 3 could make management of the area more difficult by limiting the opportunity for dispersed camping.

2. Cumulative Effects

The proposed oil and gas drilling in the Badger-Two Medicine is outside of the inventoried roadless area. Likewise, any management activities associated with the existing pipeline corridor along the northern edge of the Badger-Two Medicine area would be outside of the roadless area. All proposed prescribed burns and fuel treatments on the Rocky Mountain Ranger District are expected to have short-term effects on the apparent naturalness of the area, and would have a positive long-term affect on natural integrity by restoring natural ecological processes. None of the action alternatives have any known cumulative effects with other potential activities (as listed in Appendix M) that may affect roadless characteristics.

c. Effects Common To All Alternatives

1. Direct, Indirect, and Cumulative Effects

Several roadless characteristics remain the same under all alternatives, because proposed changes in travel management on existing roads and trails do not affect some characteristics.

Features of natural integrity that remain the same under all alternatives include the effects of livestock grazing and fences because those activities are not addressed by this project. Badger Cabin will remain as a historic structure under all alternatives. The effects of old timber cutting units adjacent to the Beaver-Willow road will not be altered by any alternative. The effects of development on all private property in-holdings will not be altered by any alternative.

Apparent naturalness will continue to be affected under all alternatives by the effects of past developments outside the roadless area boundaries because those features are not addressed by this project. These man-made features include Mount Baldy electronic site, Swift Reservoir, Teton Ski Area, recreation residences, trailheads, Gibson Dam, and Diversion Dam. Likewise, the effects of old timber cutting units along Benchmark road, North Fork Teton, Green Gulch, Pike Creek, and other areas will not be altered by any alternative.

Opportunities for a primitive recreation experience in the Badger-Two Medicine area during the spring would continue to be high under all alternatives. This is because the South Fork Two Medicine River can be difficult to cross during high water, and is a limiting factor in the number of hikers and horsemen willing to risk entering the Badger-Two Medicine area from the north.

Remoteness for most of the area would remain the same under all alternatives. This project does not propose changes to major access points including Summit Campground, Summit trailhead, Marquette trailhead, Palookaville, Mowitch Basin, Swift Reservoir, Blackleaf trailhead, Beaver-Willow road, West Fork Teton trailhead, South Fork Teton trailhead, Sun

Canyon road and trailheads, Benchmark trailheads, Elk Creek trailhead, and Dearborn trailhead.

The unique rock reefs of the Rocky Mountain Division, and Wagner Basin Research Natural Area will remain the same under all alternatives.

Manageability problems associated with treaty rights in the Badger-Two Medicine ceded strip will remain the same under all alternatives, because the issue is not addressed by this project.

d. Effects Common To All Action Alternatives

1. Direct, Indirect, and Cumulative Effects

There are no known direct, indirect, or cumulative effects common to all action alternatives.

e. Comparison Of Alternatives

The following tables display information described above by alternative. Appendix F also provides tabular information on roads and trails within each Inventoried Roadless area.

**Table III-47. Total Miles of Roads and Trails by Alternative
Within Inventoried Roadless Areas**

ROADS & TRAILS WITHIN INVENTORIED ROADLESS AREAS	Map* Zone	ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
Motorized Roads	BTM	7 mi. rd.	4 mi. rd.	0 mi. rd.	4 mi. rd.	0 mi. rd.
	BCS	<u>23</u> mi. rd.	<u>15</u> mi. rd.	<u>6</u> mi. rd.	<u>15</u> mi. rd.	<u>15</u> mi. rd.
		30 mi. total	19 mi. total	6 mi. total	19 mi. total	15 mi. total
Motorized Trails	BTM	111 mi. tr.	89 mi. tr.	0 mi. tr.	22 mi. tr.	0 mi. tr.
	BCS	<u>175</u> mi. tr.	<u>126</u> mi. tr.	<u>0</u> mi. tr.	<u>58</u> mi. tr.	<u>58</u> mi. tr.
		286 mi total	215 mi total	0 mi total	80 mi total	58 mi total
Subtotal -- motorized	BTM	118 mi.	93 mi.	0 mi.	26 mi.	0 mi.
	BCS	<u>198</u> mi.	<u>141</u> mi.	<u>6</u> mi.	<u>73</u> mi.	<u>73</u> mi.
		316 mi.	234 mi.	6 mi.	99 mi.	73 mi.
Non-Motorized Roads	BTM	0 mi. rd.	0 mi. rd.	2 mi. rd.	0 mi. rd.	4 mi. rd.
	BCS	<u>0</u> mi. rd.	<u>2</u> mi. rd.	<u>11</u> mi. rd.	<u>0</u> mi. rd.	<u>0</u> mi. rd.
		0 mi. total	2 mi. total	13 mi. total	0 mi. total	4 mi. total
Non-Motorized Trails	BTM	15 mi. tr.	37 mi. tr.	126 mi. tr.	104 mi. tr.	126 mi. tr.
	BCS	<u>121</u> mi. tr.	<u>159</u> mi. tr.	<u>285</u> mi. tr.	<u>229</u> mi. tr.	<u>229</u> mi. tr.
		136 mi total	196 mi total	411 mi total	333 mi total	355 mi total
Subtotal -- non-motorized	BTM	15 mi.	37 mi.	128 mi.	104 mi.	130 mi.
	BCS	<u>121</u> mi.	<u>161</u> mi.	<u>296</u> mi.	<u>229</u> mi.	<u>229</u> mi.
		136 mi.	198 mi.	424 mi.	333 mi.	359 mi.
Subtotal – motorized & non-motorized	BTM	133 mi.	130 mi.	128 mi.	130 mi.	130 mi.
	BCS	<u>319</u> mi.	<u>302</u> mi.	<u>302</u> mi.	<u>302</u> mi.	<u>302</u> mi.
		452 mi.	432 mi.	430 mi.	432 mi.	432 mi.

ROADS & TRAILS WITHIN INVENTORIED ROADLESS AREAS	Map* Zone	ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
Decommissioned Roads & Trails	BTM	0 mi.	3.3 mi.	5.0 mi.	3.3 mi.	3.3 mi.
	BCS	<u>0</u> mi.	<u>8.2</u> mi.	<u>8.7</u> mi.	<u>8.2</u> mi.	<u>8.2</u> mi.
		0 mi.	11.5 mi.	13.7 mi.	11.5 mi.	11.5 mi.
Assigned as Special Use Trails	BTM	0 mi.	0.0 mi.	0.0 mi.	0.0 mi.	0.0 mi.
	BCS	<u>0</u> mi.	<u>8.4</u> mi.	<u>8.4</u> mi.	<u>8.4</u> mi.	<u>8.4</u> mi.
		0 mi.	8.4 mi.	8.4 mi.	8.4 mi.	8.4 mi.
Grand Total	BTM	133 mi.				
	BCS	<u>319</u> mi.				
		452 mi.				

* BTM is the Badger-Two Medicine area. BCS is the remainder of the Ranger District (south of Birch Creek).

Table III-48. Winter Travel Restrictions by Alternative Within Inventoried Roadless Areas

ROADS & TRAILS WITHIN INVENTORIED ROADLESS AREAS	Map* Zone	ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
BEAR-MARSHALL-SCAPEGOAT-SWAN INVENTORIED ROADLESS AREA						
Acres open seasonally to snowmobiling.	BTM	47,690	26,750	0	14,580	0
	BCS	<u>217,240</u>	<u>131,590</u>	<u>0</u>	<u>72,420</u>	<u>72,420</u>
		264,930	158,340	0	87,000	72,420
Acres restricted yearlong to snowmobiling.	BTM	54,470	75,410	102,160	87,580	102,160
	BCS	<u>13,130</u>	<u>98,780</u>	<u>230,370</u>	<u>157,950</u>	<u>157,950</u>
		67,600	174,190	332,530	245,530	260,110
Subtotal – IRA Acreage	BTM	102,160	102,160	102,160	102,160	102,160
	BCS	<u>230,370</u>	<u>230,370</u>	<u>230,370</u>	<u>230,370</u>	<u>230,370</u>
		332,530	332,530	332,530	332,530	332,530
Miles of designated snowmobile trail.	BTM	15.6 mi.	15.6 mi.	0.0 mi.	15.6 mi.	0.0 mi.
	BCS	<u>2.0</u> mi.	<u>2.0</u> mi.	<u>0.0</u> mi.	<u>2.0</u> mi.	<u>0.0</u> mi.
		17.6 mi.	17.6 mi.	0.0 mi.	17.6 mi.	0.0 mi.
SAWTOOTH INVENTORIED ROADLESS AREA						
Acres open seasonally to snowmobiling.		15,040	15,040	0	15,040	15,040
Acres restricted yearlong to snowmobiling.		0	0	15,040	0	0
Subtotal – IRA Acreage		15,040	15,040	15,040	15,040	15,040
Miles of designated snowmobile trail.		0	0	0	0	0

* BTM is the Badger-Two Medicine area. BCS is the remainder of the Ranger District (south of Birch Creek).

Table III-49. Comparison of Effects on Inventoried Roadless Area Characteristics

ROADLESS CHARACTERISTIC AND ACTIVITY	ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
NATURAL INTEGRITY:					
Livestock grazing and fences. Old timber harvest units. Badger Cabin. Private land in-holdings.	Unchanged. Unchanged. Unchanged. Unchanged.	Unchanged. Unchanged. Unchanged. Unchanged.	Unchanged. Unchanged. Unchanged. Unchanged.	Unchanged. Unchanged. Unchanged. Unchanged.	Unchanged. Unchanged. Unchanged. Unchanged.
APPARENT NATURALNESS:					
Man-made developments (dams, trailheads, ski areas, recreation residences). Old timber harvest units. Wheel ruts, wheel tracks, disturbed soil.	Unchanged. Unchanged. Unchanged.	Unchanged. Unchanged. 25% less motorized.	Unchanged. Unchanged. 100% less motorized.	Unchanged. Unchanged. 71% less motorized.	Unchanged. Unchanged. 78% less motorized.
OPPORTUNITY FOR SOLITUDE:					
Miles road open to motorized travel. Miles trail open to motorized travel. Miles non-motorized roads and trails. Acres open to snowmobile travel. Miles roads/trails decommissioned.	30 mi. 286 mi. 136 mi. 279,970 n/a	19 mi. 215 mi. 198 mi. 173,380 11.5 mi.	6 mi. 0 mi. 424 mi. 0 13.7 mi.	19 mi. 81 mi. 332 mi. 102,040 11.5 mi.	15 mi. 61 mi. 356 mi. 87,460 11.5 mi.
OPPORTUNITY FOR PRIMITIVE RECREATION EXPERIENCE:					
Badger-Two Medicine area. Blackleaf area. Deep Creek area. Hannan Gulch. Sawtooth I.R.A. Renshaw Lake Falls Creek area.	Spr/Fall/Wtr. Spring Spring/Fall None Fall Spring/Fall Fall	Spr/Fall/Wtr. Spring Spring/Fall None Fall Spring/Fall Spr/Sum/Fall	Yearlong Yearlong Yearlong Disabled only Yearlong Yearlong Yearlong	Spr/Fall/Wtr. Spring Yearlong None Fall Spring/Fall Yearlong	Yearlong Spring Yearlong None Fall Spring/Fall Yearlong
REMOTENESS:					
Main trailheads (Pike Crk., Summit, Marquette, Blackleaf, W.Fk & S.Fk.Teton, Sun Canyon, Benchmark, Elk Crk, Dearborn). Lubec trailhead development.	Unchanged. Unchanged.	Unchanged. Neutral.	Unchanged. Positive.	Unchanged. Neutral.	Unchanged. Positive.
UNIQUE FEATURES:					
Rock reefs. Wagner Basin Research Natural Area. Badger-Two Medicine traditional practices.	Unchanged. Unchanged. 118 mi. motor.	Unchanged. Unchanged. 93 mi. motor.	Unchanged. Unchanged. 0 mi. motorized	Unchanged. Unchanged. 26 mi. motor.	Unchanged. Unchanged. 0 mi motorized
MANAGEABILITY / BOUNDARIES:					
Badger-Two Medicine treaty rights. Beaver-Willow dispersed camping spurs.	Unchanged. 4.5 mi.	Unchanged. 3.6 mi.	Unchanged. 3.6 mi.	Unchanged. 3.6 mi.	Unchanged. 3.6 mi.

f. Unroaded Areas

Court rulings have stressed a need to consider effects of actions on “unroaded” areas and their characteristics in regard to their potential for future wilderness or inventoried roadless area designation. Courts have used the definition of an unroaded area as defined in the Roadless Area Conservation EIS (November 2000), as an area without the presence of classified roads, and of a size and configuration sufficient to protect the inherent characteristics associated with its unroaded condition. Unroaded areas do not overlap with Inventoried Roadless Areas. There are no Forest-wide or Management Area standards specific to unroaded areas. Management direction for unroaded areas is guided by the Management Area within which they are located.

On the Rocky Mountain Ranger District, the vast majority (89%) of non-Wilderness lands are within Inventoried Roadless Areas. Unroaded lands within the remaining 11% of the District are located in one area in the Badger-Two Medicine country, and in one-mile wide corridors along major access roads to North Fork and South Fork Teton, Sun Canyon, Benchmark, and Elk Creek. The effects of travel management activities within these unroaded areas will be evaluated for the same roadless characteristics evaluated for inventoried roadless areas.

Natural Integrity: Management of existing undetermined roads is the primary activity that could affect natural integrity of unroaded areas. Table III-50 shows there are about 22 miles

of roads with an undetermined (non-system) status that are being used for motorized travel. Under all action alternatives, approximately 14 miles of the undetermined roads would be incorporated and managed as system roads. These undetermined spur roads access dispersed camping sites adjacent to the main roads, recreation residences, and wood cutting areas. Incorporating these “undetermined roads” as system roads would not affect the viability of any unroaded area being reclassified as wilderness or inventoried roadless. The lands accessed do not have the characteristics of “roadless”; i.e., the lands offer no solitude, no opportunity for primitive recreation, and are not remote.

Apparent Naturalness: This characteristic could be affected by the amount of motorized travel on the designated trail system within the unroaded areas. Table III-50 shows the change in miles of motorized system trails for the various alternatives. Travel on the designated trail system has only a transitory effect on the natural appearance of the area, because trail surfaces are expected to revegetate within less than 5 years after motorized (and non-motorized) travel is eliminated. Motorized travel under any alternative would not affect the long-term natural appearance of the area, and would not affect viability of any unroaded area being reclassified.

Solitude: Effects on this characteristic were evaluated by comparing miles of motorized trail by alternative, as well as acreage open to cross-country snowmobiling. Alternative 3 restricts motorized travel on all trails, but there is no opportunity for solitude within the North Fork Teton, South Fork Teton, Sun River, Benchmark, and Elk Creek road corridors because of the influence of the main road. The Badger-Two Medicine unroaded area offers the only large block of land with potential for solitude. Alternatives 3 and 5 restrict motorized travel on all trails within the Badger-Two Medicine unroaded area, and also restrict snowmobile travel within the unroaded area, providing a high opportunity for solitude yearlong. Alternative 2 retains a moderate level of motorized travel within the Badger-Two Medicine, and has a moderate opportunity for solitude. Alternative 4 retains an intermediate level of motorized travel on trails within the Badger-Two Medicine area, and has a high opportunity for solitude.

Primitive Recreation: Opportunities for a primitive recreation experience were evaluated based on the potential to encounter motorized recreationists during various seasons of the year. Alternative 3 restricts motorized travel on all trails, but there is no opportunity for primitive recreation within the North Fork Teton, South Fork Teton, Sun River, Benchmark, and Elk Creek road corridors because of the influence of the main road. The Badger-Two Medicine unroaded area offers the only large block of land with potential for primitive recreation. Alternatives 3 and 5 restrict motorized travel on all trails within the Badger-Two Medicine unroaded area, and also restrict snowmobile travel within the unroaded area. Alternative 2 retains a moderate level of motorized travel yearlong within the Badger-Two Medicine, and provides a moderate opportunity for primitive recreation. Alternative 4 retains an intermediate level of motorized travel yearlong on designated trails and snowmobile areas within the Badger-Two Medicine area, providing a high opportunity for primitive recreation.

Remoteness: This characteristic could be affected by development of the Lubec trailhead. Alternatives 3 and 5 restrict motorized travel yearlong on all trails and areas within the Badger-Two Medicine unroaded area; consequently, these two alternatives would not reduce the remoteness of the area. Alternatives 2 and 4 allow various levels of motorized travel on trails within the Badger-Two Medicine unroaded area; consequently the remoteness of lands within the unroaded area could be reduced under Alternatives 2 and 4.

Unique Features: The block of unroaded lands in the Badger-Two Medicine area is important to the Blackfoot Nation as an area for cultural activities. Under all action alternatives, from 0.3 to 1.6 miles of undetermined roads would be adopted as system roads. Alternatives 2 and 4 have the most potential to affect traditional cultural practices, because they both adopt about

1.6 miles of undetermined spur roads as system roads and allow public motorized travel. Alternative 5 (recommended by the Tribe) would only incorporate 0.3 miles of non-system road to provide public access to the trailhead at Palookaville. Alternative 4 adopts two spur roads (0.4 miles total) near Lubec Lake, and one road (0.3 miles) at Palookaville. Overall, none of the alternatives are likely to affect traditional cultural practices because all spur roads are in close proximity to existing mainline roads that already affect the solitude.

Manageability: None of the proposed travel management activities would affect the boundaries or manageability of the unroaded areas.

Cumulative Effects on Unroaded Areas: The proposed oil and gas drilling in the Badger-Two Medicine is within the unroaded area. Likewise, activities associated with managing the existing pipeline along the northern edge of the Badger-Two Medicine area would occur within the unroaded area. Both projects could affect the natural integrity, solitude, and remoteness of a portion of the unroaded lands, and may make portions of the area unsuitable for classification as wilderness or inventoried roadless area. Management of travel on existing roads and trails within unroaded lands does not make the drilling project more or less viable. None of the alternatives have any known cumulative effects with other proposed or associated activities as listed in Appendix M that could affect the character of unroaded lands.

Table III-50. Comparison of Effects within Unroaded Areas by Alternative

UNROADED AREA CHARACTERISTICS	ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5
NATURAL INTEGRITY:					
Livestock grazing and fences.	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.
Old timber harvest units.	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.
Private land in-holdings.	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.
Undetermined (non-system) road.	21.8 mi.	0	0	0	0
Undetermined road adopted as system rd.	n/a	14.1 mi.	13.3 mi.	13.9 mi.	13.9 mi.
APPARENT NATURALNESS:					
Man-made developments (dams, trailheads, ski areas, recreation residences).	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.
Old timber harvest units.	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.
Wheel ruts, wheel tracks, disturbed soil.	Unchanged.	39% less motorized.	100% less motorized.	58% less motorized.	90% less motorized.
OPPORTUNITY FOR SOLITUDE:					
Miles system trails open to motorized.	65 mi.	55 mi.	0 mi.	38 mi.	9 mi.
Miles undetermined trail open to motorized	25 mi.	0 mi.	0 mi.	0 mi.	0 mi.
Acres open to snowmobile travel.					
Badger-Two Medicine unroaded area.	17,310 ac.	16,830 ac.	0 ac.	15,970 ac.	0 ac.
N.Fk. & S.Fk. Teton road corridors.	5,460 ac.	4,640 ac.	420 ac.	3,310 ac.	3,310 ac.
Sun River & Benchmark road corridors.	8,110 ac.	7,990 ac.	0 ac.	7,260 ac.	7,260 ac.
Elk Crk road corridor.	880 ac.	830 ac.	0 ac.	830 ac.	830 ac.
OPPORTUNITY FOR PRIMITIVE RECREATION EXPERIENCE:					
Badger-Two Medicine area.	Spring.	Spring.	Yearlong.	Spring.	Yearlong.
N.Fk. & S.Fk. Teton road corridors.	None.	None.	Winter.	None.	None.
Sun River & Benchmark road corridors.	None.	None.	Winter.	None.	None.
Elk Crk road corridor.	None.	None.	Winter.	None.	None.
RE MOTENESS:					
Main trailheads (Pike Crk., Summit, Marquette, Blackleaf, W.Fk & S.Fk.Teton, Sun Canyon, Benchmark, Elk Crk, Dearborn).	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.
Lubec trailhead development.	Unchanged.	Negative.	Neutral.	Negative.	Neutral.
UNIQUE FEATURES:					
Rock reefs.	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.
Badger-Two Medicine traditional practices.	Unchanged.	- 1.6 mi.	- 0.7 mi.	- 1.6 mi.	- 0.3 mi.
MANAGEABILITY / BOUNDARIES:					
Badger-Two Medicine treaty rights.	Unchanged.	Unchanged.	Unchanged.	Unchanged.	Unchanged.