

RECREATION

Introduction

The west side of the Hungry Horse Reservoir is a popular recreational area providing a broad spectrum of dispersed and developed recreational opportunities throughout the year. Within the analysis area the following types of recreational activities commonly occur: hiking, driving for pleasure, Off Highway Vehicle (OHV) use, berry-picking, hunting, camping, snowmobiling, boating, camping at Lost Johnny Camp, Point and Lid Creek Campgrounds as well as a variety of other motorized and non-motorized activities. Some of these activities are concentrated in particular areas while others are dispersed along the roads, streams, and forest areas. The West Side Reservoir Post Fire Project will cause various levels of impact to recreational opportunities during the project period.

Information Sources

Information for this analysis was gathered through observations made during routine maintenance and surveys of recreation facilities. Road and trail mileages reported were obtained from the Flathead National Forest GIS database.

Analysis Area

This analysis assesses the recreational opportunities within the West Side Reservoir (WSR) Post Fire Project Area. The WSR is separated into five fire areas: Beta/Doris, Wounded Buck, Doe, Blackfoot Lake, and Ball. For ease of analysis of recreation opportunities the fires may be lumped or split depending on the recreation resource being discussed.

Affected Environment

Construction of the Hungry Horse Dam and past forest management activities affected how the WSR area is used. Activities in the WSR may affect access to the Spotted Bear Ranger Station, access points to the Bob Marshall Wilderness, Jewel Basin and other developed and dispersed recreational areas existing in the project area.

Hungry Horse Reservoir

The Hungry Horse Reservoir is located in northwestern Montana on the Hungry Horse and Spotted Bear Ranger Districts. The reservoir was created by the completion of the Hungry Horse Dam in 1953. This dam, a Bureau of Reclamation project, was the fourth largest concrete dam in the world at the time of its completion.

The dam forms a reservoir approximately 34 miles long and 4 miles wide at the widest point. The surface area is 22,500 acres and the maximum depth is 500 feet. The reservoir is annually drawn down 50 to 70 feet from October to spring run-off. The reservoir is generally at full pool (elevation 3,560 feet) from July 1st to October 1st. There are 31 islands in the reservoir ranging in size from less than one acre to 100 acres. There are no commercial services provided on the reservoir.

Terrain surrounding the reservoir is mountainous and rugged. Vegetation cover varies from open areas to old growth. Major tree species are western larch, Douglas-fir, Englemann spruce, lodgepole pine, and western white pine. Ground cover, in most cases, is dense.

Road 895 accesses the west side of the reservoir; which is paved for the first 15 miles. The normal managed-use season for the reservoir's camping and picnic sites is May 15 to October 15. Following the summer's recreation season is big game hunting. These seasons run from mid October well into December. Lion hunters and trappers use the terrain around the reservoir until the close of their seasons in April. The west side of the reservoir is very popular with snowmobilers. The prominent access is the West Side Reservoir Road 895.

A major east-west highway, U.S. 2, is about 4 miles north of the dam. The dam and reservoir are accessible only from the north. The west side road, a two-lane, paved road takes off from Highway 2 at the Town of Hungry Horse and continues 5 miles to the dam. It continues 50 miles up the west side of the reservoir. The eastside road takes off from Highway 2 at the town of Martin City continuing 55 miles up the east side of the reservoir to the Spotted Bear Ranger Station. The reservoir is located 10 miles west of West Glacier, the western entrance to Glacier National Park. The Park receives about 1.7 million visitors a year. Many of these visitors share their visit to the Park with a visit to the Flathead National Forest, more specifically Hungry Horse Reservoir. Even though the forest visitor numbers are not as substantial as the national park, they do constitute a high level of use around the reservoir.

Developed Sites

The WSR Fires burned in the vicinity of eight developed sites; seven campgrounds and one reservoir access. The Flathead National Forest concessionaire manages three of the campgrounds: Lost Johnny Camp, Lost Johnny Point, and Lid Creek. The fires did not reach any of the developed sites. The normal operating season for these developed sites is from May 15 through September 30. The access to these sites is Road 895, which is paved for the first 15 miles. The sites are used during the fall shoulder seasons until snow closes road 895.

Doris Tent and Picnic Area is located seven miles south on Road 895. The site has 12 tent camping and six picnic sites, along with a bathhouse. The site is closed to public use and will be demolished in the future. The fire did not reach the site.

Lost Johnny Camp Campground with five campsites and **Lost Johnny Point Campground** with 21 campsites and **Lost Johnny Point Day Use Boat Launch** with 20 parking spaces were just south and east of the Beta Doris Fire. They are located approximately 10 miles south on Road 895. A fee is charged by the concessionaire managing

these recreational sites. These three sites are the most popular on the Reservoir, receiving the highest level of use throughout the summer. Lost Johnny Point Campground and boat launch are paved. They are the most developed around the reservoir. The boat launch at Lost Johnny Point Campground is the most popular on the reservoir and is full to capacity most weekends. The fire did not reach the developed sites, however brushing and limbing within the developed site was completed to provide defensible space.

Wounded Buck Observation Point with four picnic sites is approximately 13 miles south on Road 895. The observation point was just east of the Wounded Buck Fire. The fires did not reach the developed sites.

Lid Creek Campground and Boat Launch, with 23 sites and group use loop, are south of the Wounded Buck Fire and just north of the Blackfoot Lake Fire. The Doe Fire was due west of Lid Creek Campground. A fee is charged by the concessionaire managing this campground. Lid Creek is located at the end of the pavement 16 miles south on Road 895. This campground and group use loop receives low use. The boat launch is not accessible at most water levels. The fires did not reach the developed sites, however brushing and limbing was completed within the developed site to provide defensible space.

Lakeview Campground, with five sites, is just east of the Blackfoot Lake Fire. Lakeview is located approximately 25 miles south on Road 895. A hand line was put around this small campground. Lakeview is a low use site. No fee is charged. The fire did not reach the developed sites, however brushing, limbing and some burnout operations within the developed site were completed to provide defensible space.

Handkerchief and Graves Bay campgrounds, with nine and six campsites respectively, are rustic in nature and were south of the perimeter of the Blackfoot Lakes Fire. These campgrounds are located approximately 35 miles down Road 895. There are also four picnic sites at Graves Bay. These campgrounds are small, see low use, and no fee is charged.

Facilities

Anna Creek Guard Station is located approximately 30 miles south on Road 895. The site contains a bunkhouse along with several outbuildings to house summer field crews. The Blackfoot Lakes Fire burned to the western edge of the administrative site. A fire line was constructed and burnout operations were completed around the facility. Limbing and brushing within the administrative site were completed to provide defensible space.

Dispersed Use

The WSR Fire areas burned in and around many dispersed areas. The west side of the reservoir is very popular for dispersed uses of the National Forest. Road 895 provides access to the following roads: Beta, Road 895H; Doris, Road 895A; Lost Johnny, Road 895B; Wounded Buck, Road 895C; Clayton Creek, Road 1633; Graves Creek, Road 897; and Quintonkon, Road 381. These roads used to access dispersed recreation areas along the reservoir. These activities include: camping, driving for pleasure, wildlife watching, hiking

access, picnicking, boating, fishing, huckleberry picking, firewood gathering, hunting, or the opportunity just being outdoors. These seasonal activities are popular with the public from mid-May until fall snow storms prevent access.

These roads were used as access for the suppression and rehabilitation efforts for the WSR Fire areas. They were cleared of hazard trees during the fall following the fires and reopened for the 2003-hunting season.

There are many dispersed areas below or to the east of Road 895 which provide direct access to the reservoir. This analysis will only highlight the most popular of these sites. The fire did not burn any of the following areas.

Doris Boat is a dispersed use site located about eight miles south on Road 895. It is located at the mouth of Doris Creek providing an unimproved access to the reservoir. There are no designated campsites; however the area has a capacity for about 20 camps. A Sweet Smelling Toilet (SST) has been installed.

Doris Road Dispersed Site is a large opening on the south side of Road 895A. It is a popular camping site with no facilities. It is close to Doris Boat and provides a dispersed camp close to the reservoir.

Lost Johnny Road Dispersed Site is a large opening on the south side of Road 895B. It is a popular camping site with no facilities that is full most weekends during the summer. It is close to both Lost Johnny Camp and Point Campgrounds.

Flossy Bay dispersed site is approximately 19 miles south along Road 895. It is a large, popular site at the mouth of Flossy Bay. Users camp, picnic, and boat from this site. It can accommodate approximately four large groups. It is used most weekends during the summer.

Heinrude Log Landing is approximately 44 miles south Road 895. It is a popular site for camping, fishing, picnicking and boating. It can accommodate five camps. It is used most weekends during the summer.

Heinrude Recreation Residences

This is a tract of private, recreational residences located approximately 45 miles south of Hungry Horse on Road 895. The summer home tract has 19 permitted cabins with assorted outbuildings. Access to the homes is on Roads 1116 and 1116A which dead end at the residences. The permittees access the cabins year-round, by automobile during the summer and snow machine during the winter. The Ball Fire burned to the south of this tract of private residences. The Ball Fire did not reach the summer homes, however extensive brushing, limbing, ground clearing, and tree removal occurred during the suppression efforts to provide for defensible space around the buildings. During the fires most of the structures were wrapped for structure protection. During the fires a temporary access connecting Roads 1116 and 1116A was constructed. It was subsequently closed and rehabilitated.

Trails

There are approximately 174 miles of trail within the project area. The following table displays the trails impacted, burned over by the fires, the trails total length and the segment length of trail affected by the fires.

The trails were exposed to different levels of burn severity. Depending on severity there will be various levels of blow down and erosion in the future. All trails were assessed for snag and erosion potential at the end of the 2003 fire season. Emergency erosion control was done to protect trail treads. Neither snagging out the trails or permanent, long-term erosion control measures were completed. The trails in the fire areas were open for public use during the fall of 2003. Warnings were posted in affected areas advising the public of the snag danger.

Table 3-116 Burned Over Affected trails in WSR (distance in miles)

Trail Name	Trail Number	Overall Length	Affected Length
Doris Creek Trail	295	3.2	1.4
Jimmy Ridge	297	8.9	6.3
Wounded Buck Creek	57	3.5	1.1
Flossy Creek	49	5.0	4.1
Blackfoot Lake	719	3.3	1.6
Clayton Lake	420	2.9	2.9
Tongue Mountain	55	6.3	6.3
Pioneer Ridge	71	7.5	5.6

Existing Travel Management Protocol

The 2001 Off Highway Vehicle (OHV) Environmental Impact Statement and Record of Decision prohibited cross-country travel by OHV's. OHV use is restricted to established routes as of July 2001. OHVs must stay on tracks that fit the width of the wheelbase of the mode of transportation being used. As an example, a motorcycle may operate on an established single-track tread but a 4-wheeler cannot as its wheelbase is wider than the tread.

The following table describes the existing use authorized by the 2001 OHV ROD on trails impacted by WSR fires. If a trail is listed in the motorized column it means that motorized use is acceptable per the 2001 Regional OHV decision, however, motorized use may not be occurring.

Table 3-117. Existing Recreation Use on the Affected Trails within the project area

Trail	Motorized Use per 2001 OHV ROD	Non-motorized Use	Other restrictions
Doris Creek 295	ATV and motorcycle	Yes	No
Jimmy Ridge 297	Motorcycle	Yes	No
Wounded Buck 57	Motorcycle	Yes	No
Flossy Cr 49	Motorcycle	Yes	No
Blackfoot Lake 719	No	Yes	No mechanized or horse use inside Jewel Basin
Clayton Cr 420	No	Yes	No mechanized or horse use inside Jewel Basin
Tongue Mtn 55	No	Yes	No mechanized or horse use inside Jewel Basin
Pioneer Ridge 71	Motorcycle, outside Jewel Basin	Yes	No mechanized or horse use inside Jewel Basin

Jewel Basin Hiking Area

Jewel Basin (JB) is identified as a special management area by the Forest Plan (FP). The JB is open to hiking but closed to motorized, mechanized, and stock uses. The area encompasses approximately 16,000 acres and 50 miles of trail and 27 lakes. The major access is outside the town of Bigfork on the west side of the Swan Crest off Foothills road to the trailhead at Camp Misery. Camp Misery has a visitor information cabin, SST, and information boards. Several trails lead hikers from this trailhead into JB. The secondary access to JB is from Forest Road 895 to Road 1633. Jewel Basin is heavily used by hikers from early summer through the fall and into the winter months for skiing. Jewel Basin receives the heaviest use in the project area in terms of visitor use days. Available parking is inadequate during peak times. The public consistently parks well outside the parking area and down the access Road to Camp Misery. Of the eight trails affected by the West Side Fires, the following five are partially or completely within JB: Clayton Creek 420, Blackfoot Lake 719, Tongue Mtn 55, Flossy Creek 49, and Pioneer Ridge 71.

Bob Marshall Wilderness Access

Road 895 is one of two accesses to the Spotted Bear Ranger Station located at the southern end of Hungry Horse Reservoir along the South Fork of the Flathead River. The other access is Road 38 along the east side of the reservoir. Spotted Bear Ranger District is a major access portal to the Bob Marshall Wilderness Complex via trailheads such as Upper and Lower Bill, Meadowcreek, Beaver creek, South Creek, and Silvertip. The Complex and trailheads are outside the project area but accessed by both Roads 895 and 38.

Wild and Scenic River

The southern portion of the South Fork of the Flathead River flows into the south end of Hungry Horse Reservoir. The South Fork of the Flathead River has Wild and Scenic River Designation. The stretch of the river from the wilderness boundary to the Spotted Bear Ranger Station is listed as Scenic and the remaining stretch of river into the reservoir is listed as Recreation. The River is outside the project area but one of the main access routes to the River is Road 895.

Winter Use

The Bureau of Reclamation plows the large area on the west side of the Hungry Horse dam during the winter months. Road 895 snows shut normally after December 1 and snowmobiling is the prevalent recreation activity. Snowmobilers use Road 895 to access the following popular side drainages on the open road system:

- Beta, Road 895H,
- Doris, Road 895A,
- Lost Johnny, Road 895B,
- Wounded Buck, Road 895C,
- Lid Creek, Road 2817,
- Graves Creek, Road 897.

The riding terrain accessed by these side drainages can be described as high elevation alpine areas of the forest where riders go for scenic views, open area riding in play meadows, and high marking on steep slopes. Backcountry skiers use road 895 for access via snowmobile to the same terrain important to the snowmobilers. There is minimal other winter use such as cross-country skiing that occurs on Road 895. The non-motorized and motorized users seem to naturally segregate themselves in this area. Grooming and commercial use is not authorized within the project area.

WSR project area is popular with snowmobilers. The district has a few other snowmobile access points, one being the Canyon Creek trail system accessed by the parking area in the North Fork off Road 316. This trail system is groomed and has commercial guiding and outfitting services on it. Canyon has seen on average approximately 12,000 users over the last few seasons. The parking area at Hungry Horse Dam is the second most popular snowmobile access point and riding areas on the Flathead National Forest.

The Flathead National Forest is in the process of amending the existing Forest Plan as a result of litigation in 1999 in respect to winter motorized use on the forest. Winter Motorized Recreation Amendment 24 is awaiting the Biological Opinion (BO) from the US Fish and Wildlife Service on the Preferred Alternative #6 from the final EIS. Once the BO is received the forest will proceed with a Record of Decision based on that opinion.

The project area is not restricted to winter motorized use at the present time with the exception of the Jewel Basin Hiking Area, since it is closed yearlong to motorized use.

Amendment 24 proposes to continue snowmobiling use within the project area, however it proposes to implement snowmobile season dates within the project area.

Undeveloped Areas

The draft roadless rule defined undeveloped areas and established a process for considering these areas for inclusion in the Roadless Area Inventory. The final roadless rule and the current forest planning rules appropriately relegated the identification and evaluation of undeveloped lands for roadless designation to broader scale evaluations such as Forest Planning or the current draft Roadless Area Evaluation process involving the States. Due to extensive considerations necessary to evaluate desired management of undeveloped lands, it is not appropriate to make these determinations at the project level. It is however appropriate to disclose the effects of land management activities located in undeveloped areas.

In its comments on the proposed action for this project, the Sierra Club stated concerns for areas over 1000 acres which are currently undeveloped and serve as important wildlife habitat or linkage areas, water quality buffers, and areas for recreation (Exhibit C-42). The Sierra Club states they believe the West Side Reservoir project area includes one of these undeveloped areas they refer to as “Wildcat Mountain.” Specifically, they state that several harvest units for the Blackfoot Fire are currently proposed in the Wildcat Mountain undeveloped area: 205H, 203H, 202H, 201H, and 203. They state that these units should be dropped to the extent they are in the undeveloped area and should continue to serve the values identified above.

In addition, the Sierra Club states that the Doe fire units and many of the Ball fire units (301H, 302H, 303H, 304H, 305, 306H, 307H, 312H 313H, 314, part of 315, and 322H) all appear to be in undeveloped areas contiguous to Inventoried Roadless Areas (IRAs). They claim that these units should also be dropped from the proposal to protect watershed, recreation, and wildlife values and serve to “block up” large areas of undeveloped lands.

The analysis area for the undeveloped lands discussion is the areas identified by the Sierra Club. Resource concerns (i.e., water quality, recreation, and wildlife) brought forward by the Sierra Club that relate specifically to undeveloped lands have been addressed in the appropriate resource effects discussion and will not be further analyzed here.

Within the areas discussed above, each of the action alternatives proposes salvage harvest operations in 23 units over approximately 1100 acres with the exception of Alternative C which proposes salvage in 19 units and about 900 acres. Nearly all the proposed salvage would be harvested using helicopter yarding systems.

Timber harvest and road building activities have occurred in the past in portions of these undeveloped areas. Timber harvest areas have all revegetated and many of the older areas no longer appear to have had trees removed. Old roads have been decommissioned and are now classified as “historic” and thus were considered to be part of the undeveloped area.

The undeveloped resource values considered in this project include the following.

- Natural Integrity, Apparent Naturalness, and Remoteness
- Solitude
- Primitive Recreation Opportunities
- Other Features
- Manageability and Boundaries

Management Direction

The 1986 Forest Plan provided an updated inventory of roadless lands on the forest. These lands were identified utilizing an extensive evaluation process which considered such elements as existing developments, opportunities for solitude and manageability of boundaries, scarcity, economics, and others. The existing inventory and resource value considerations used to establish the areas is described in the Forest Plan.

The Forest Plan made resource allocation decisions for all lands located on the forest including IRAs. Some were recommended for wilderness designation, others to non-roaded management, and some were released for developmental activities.

Environmental Consequences

Direct and Indirect Effects of Salvage on General Recreation

Alternative A (no action)

Recreation in General

The project area is used for year round motorized and non-motorized recreation such as motorcycle and ATV use (OHV), hunting, berry picking, hiking, camping, horseback riding, river access, and driving for pleasure. The No Action alternative would not salvage timber. Summer recreation would continue within the project area with little or no changes. Trails may need to be cleared of fallen trees and snags more regularly since the potential for blowdown will be greater in burned areas. Winter recreation may become limited in burned areas as trees fall. Recreation in respect to developed sites, facilities, dispersed sites, summer homes, trails, wilderness access, river access, and winter use would continue under current management direction.

Common to all Action Alternatives B, C, D, and E

Road #895

The West Side Reservoir Road accesses eight developed sites, side roads to the east, and dispersed recreation sites along the road within the project area. Road #895 would be closed

to through traffic for a period of time while units adjacent to the road are salvaged. The public would not be able to access sites, areas, trails, or roads such as Lost Johnny Campground and Boat Launch, Doris Boat, Beta Road #895H, Jimmie Ridge Trail #297, etc during this closure period.

Developed Recreation

Several developed recreation sites are within the project area, but were not impacted by the fire itself. Salvaging the burned trees should not impact these areas. However, the short-term safety restrictions/area closures, road delays, and noise related to the salvage operations may discourage recreation users from occupying the developed sites within the project area. The safety related area and road closures will restrict recreation access for activities commonly enjoyed by the users of the developed sites, such as driving for pleasure, launching boats, picking huckleberries, gathering firewood, hunting, fishing, OHV use, hiking, and biking.

Facilities

Anna Creek Workcenter should not be impacted by salvage. The facility will continue to be used as a workcenter for Forest Service crews.

Dispersed Use

Dispersed summer recreation activities such as camping, berry picking, hiking, hunting, OHV use, horseback riding, hunting, etc. should not be impacted by salvage operations. General examples of how the fire impacted recreational resources include:

- A popular dispersed campsite may now be surrounded by burned snags and no longer appealing to a user,
- Huckleberry bushes may have been burned and will need time to regenerate,
- Wildlife may use the burned terrain differently while it regenerates, thus hunters may not find the game in traditional areas.

The short-term operations related to salvage may displace dispersed recreational use. The salvage operations may displace recreationists to locations away from the project area, because the side roads off #895 may be temporarily closed to public travel or entry for safety reasons as a result of salvage operations. These roads are the major accesses for dispersed recreation activities in the project area.

The long-term impacts of salvage should have minimal affects to these recreation users. Stands may be opened, landings may be created, skid routes will be used, and closed roads will be reopened during the salvage. The intent is to restore the areas used during timber salvage to a condition that does not invite or allow for motorized use subsequent the salvage. Non-motorized use may be attracted to the sites based on their type of dispersed activity.

Heinrude Summer Homes

The permittees access their summer home group on both Roads #895 and #38. During safety restrictions of Road #895 Heinrude cabin permittees may need to use Road #38 to access their cabins. Otherwise, salvage operations should not impact the summer home permittees.

Trails/Roads

Alternatives B, C, D and E propose to salvage some level of volume from the project area. The project area is open for year-round motorized and non-motorized use of roads and trails. These uses include: OHV, hunting access, berry picking, horseback riding, hiking, camping, and driving for pleasure. Opening the terrain by removing the timber may result in varying degrees of positive and negative changes depending on the desired recreational use.

Summer motorized use within the Northern Region including the project area is restricted to designated trails and pre-existing routes per the January 2001 Record of Decision for Off-Highway Vehicle use. There are roads and trails open to summer motorized use within the project area. The salvage operations have potential ground disturbing impacts no matter the method of removal, i.e. helicopter, skyline, or tractor. The impacts of these salvage methods are not intended to increase the summer-motorized recreation. No new designated trails or routes will be created by the salvage operations.

Salvage operations on summer non-motorized recreation should have minimal impacts. Trails will not be used for salvage operations. Trails may need to be cleared of fallen trees more regularly since potential for blowdown in burned stands is higher. There should be no impacts to Jewel Basin Hiking Area since salvage operations are not proposed within the boundaries. In the event a trail falls within a salvage unit the trail will not be used for salvage operations. The trail will be crossed at a 90-degree angle. The trail tread within the unit will be maintained or repaired to FSH 2309.18 Trail Standards Handbook.

The side roads off #895 access several trailheads within the project area. These roads may be restricted to motorized access or public entry for public safety. If the roads leading to trailheads are closed, the public may choose to access the trail from an open road or recreate in another location.

Flossy Creek Trail #49 travels through unit 202H, Wounded Buck Trail #57 is adjacent to Unit 102H, and Clayton Creek Trail #420 is adjacent to Unit #205H. Since trails should not be used for salvage operations, there should be minimal impact to these trails. The trails will be crossed at a 90-degree angle if need be. The trail tread within the unit will be maintained or repaired to FSH 2309.18 Trail Standards Handbook. Trails may need to be cleared more consistently since potential for blowdown in burned stands is higher. Sullivan Creek Road #547 becomes a non-motorized trail in all action alternatives and is adjacent to several units within the Ball Sale Area. Post-salvage, the remaining tread will be maintained per the FSH 2309.18. It will need to be cleared more regularly due to potential blowdown.

The eastern access to Jewel Basin may be limited on Road 1633 due to public safety closures in the sale areas. Hikers will need to access JB via the west side Camp Misery Trailhead.

Otherwise, there should be no impacts to Jewel Basin Hiking Areas since salvage operations are not proposed within the boundaries

Burned Area Emergency Erosion (BAER) measures were taken during the fall of 2003 and summer of 2004 to clear burned snag trees, repair burned tread, and repair or replace drainage structures on burned over trails within the project area. Approximately 30 miles of trail within the project area are being treated. The burned environment that exists will cause increased trail maintenance in the form of clearing fallen trees or snags and biannual maintenance of erosion control structures.

Bob Marshall Wilderness Access and Wild and Scenic River

There should be no impact to the wilderness access or the Wild and Scenic River corridor as a result of salvage. However, public safety restrictions on Road 895 may limit or delay the access to the trailheads and or river access sites.

Winter Recreation

Each alternative has potential to impact winter recreation, primarily snowmobiling. Salvage operations in each alternative will remove some volume thus providing openings in the landscape. The project area is open to winter motorized activities following the 2001 Snowmobile Settlement Agreement. Designated routes do not apply. Timeframes as well as open snowmobile terrain and designated routes for winter-motorized activities will be determined by Amendment 24 to the Flathead National Forest Resource Plan. Since removal and the associated management will remove volume from the burned stands, the salvage has the potential to increase snowmobile access on the landscape throughout the project area through the openings that timber salvage creates.

Cumulative Short-Term Affects to Winter Recreation

The public safety restrictions within the West Side Salvage Project will limit or restrict snowmobiling in the project area during the salvage operations. In addition, the concurrent Robert/Wedge analysis proposes to restrict snowmobile use within its project area for public safety as well. Snowmobilers restricted from both project areas may move to other open areas outside the project areas for the duration of the safety restrictions. The snowmobile use patterns may change as a result of these restrictions. The following areas on the Flathead National Forest and adjacent lands may see increased riders/use; the Canyon Creek Groomed trail system, Desert Mountain, Challenge/Skyland, open areas on the Swan Lake and Tally Lake Ranger District, and Stillwater State Forest. Several of these trail systems are groomed by partners; the trails may deteriorate quicker than usual and additional grooming may be needed. Parking areas at these other trail systems may overflow due to the influx of the riders displaced from the project area.

Undeveloped Areas

Since no activities are proposed, Alternative A would not affect undeveloped resource values in the project area. The following Table lists estimated acres of management activities proposed within the undeveloped areas for the action alternatives.

Table 3-118. Approximate Amount of Management Activities Proposed in Undeveloped Areas

Activity	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Timber Salvage Acres	0	1043	921	1136	1136
- Helicopter	0	960	897	1047	1047
- Skyline	0	0	0	0	0
- Ground-Based	0	83	24	89	89
Tree Planting Acres	0	582	526	643	643

The following characteristics are used to analyze the effects of proposed treatments on the undeveloped areas in the project area.

Natural Integrity, Apparent Naturalness, and Remoteness – Salvage logging within the undeveloped areas may temporarily affect the impression of natural integrity, naturalness, and feeling of remoteness during the activities. Much of the activity may occur in the winter. This effect will gradually decrease after completion of activities and become unrecognizable after trees become reestablished. The planting associated with the proposed action may even hasten the areas ability to appear natural and remote. These attributes would be slightly less affected in Alternative C.

Solitude – Opportunities for solitude will be limited for the period of time that activities are occurring within the undeveloped areas. This period is estimated to be only for very limited period of time for the next 2 to 3 years. After that, opportunities for solitude will be similar to pre-project conditions. Solitude would be slightly less affected in Alternative C.

Primitive Recreation Opportunities – Opportunities for primitive recreation will be restricted in the undeveloped areas proposed for salvage while salvage activities are occurring for public safety considerations. These opportunities would be slightly less restricted in Alternative C.

Other Features – There are no other substantial features that will be affected by the proposed activities within the identified undeveloped areas.

Manageability and Boundaries – The proposed activities do not affect the manageability or boundaries of the undeveloped areas because permanent road building is not occurring within these areas and salvage harvest is not being proposed in IRAs.

Cumulative Effects

Proposed management activities (timber harvest and tree planting) would impact undeveloped areas for a short period of time until trees are reestablished as the dominant feature on the landscape. There are no other reasonably foreseeable actions. Past actions have been discussed above.

Direct and Indirect Effects of Salvage on Access Management

Common to All Alternatives General Access Management

The access management within the project area is defined as either summer wheeled motorized or non-motorized use. A motorized use constitutes a wheel to ground OHV. Non-motorized uses include foot, horse, and mountain bike travel.

The project area includes six grizzly bear subunits along the west side the Hungry Horse Reservoir (Doris Lost Johnny, Wounded Buck Clayton, Jewel Basin Graves, Wheeler Quintonkon, Ball Branch, and Kah Soldier). The analysis area includes their associated buffer zones in respect to motorized trails and roads. There are approximately 174 miles of motorized and non-motorized trails in the project area.

Winter motorized use has been determined in the short-term by the Flathead National Forest Settlement Agreement of 2002. A separate environmental impact statement is being prepared for the long-term management of winter motorized recreation on the Flathead National Forest i.e. Amendment 24 to the Flathead National Forest Resource Plan. In respect to this analysis, the 2002 Settlement Agreement states that the area is open to winter motorized use and is not restricted to designated routes in the project area.

The following Tables describe the affects of each alternative from a summer motorized and non-motorized perspective on both trails and roads.

Access Management

Trails

The action alternatives propose changes to trail access management status within the project area. Access Management Tables for each alternative labeled “T” will detail the changes that each alternative proposes. The affect of these changes may result in a trail being closed to motorized wheeled use OHVs.

All action alternatives propose to berm 0.6 miles of Road 5326, Maize Creek. This section of road currently accesses the non-motorized Pioneer Ridge Trail #71. The action alternatives propose constructing a 1.2 mile section of non-motorized trail off Maize Creek Road 5326 at the berm location to access the existing Pioneer Ridge Trail #71 at a location above the existing trailhead. The new construction avoids a steep trail section with deteriorating tread and erosion problems. The old section of trail will be obliterated. Accommodations for parking and trailer turn around will be included when Road 5326 is bermed.

Table 3-119 describes the trails in the project area that do not encounter a change of access management as a result of any of the alternatives. The motorized or non-motorized trail determination was a result of the 2003 United States Fish and Wildlife reconsultation process for the Flathead National Forest Resource Plan Amendment 19 monitoring and reporting requirements. These trails are denoted with a single asterisk (*).

A portion of the non-motorized trail mileage lies within the Jewel Basin Hiking Area (JB) or with trails that lead directly into JB. These are denoted with a double asterisk (* *). A Forest Supervisor Order #06064L99 closes the Hiking Area to motorized, mechanized, and stock use.

The Swan Crest is the geographic feature that runs north/south from Columbia Mountain through Jewel Basin Hiking Area, south to Inspiration Pass. There are seven motorized trails open to motorcycles that connect the west side of the crest to the ridge top Alpine #7 trail. They include: Columbia Mountain (west side) #51, Hemler Creek #20, Peter's Ridge #37, Peterson Creek #293, 6-Mile #10, Hall Creek #61, Bond Creek #21, and Trail #78. The Swan Lake Ranger District administers six of these seven trails. The buffer zone within the grizzly bear subunits includes portions of the seven trails connecting to Alpine #7. The selected alternative will determine which motorized closures are implemented and the resultant overall increase in grizzly bear security core areas. The information in the Tables on the following pages reflects miles of motorized trail within the subunits and their associated buffer zones, the total trail length for the seven trails listed above is not reflected in the analysis since the total mileage is not included inside the buffer zones.

If the selected alternative proposes to close a portion of the trail in the buffer zone to motorized use, the administrative decision resulting from this analysis will close the entire trail to motorized use. To illustrate, if the buffer zones for the project area include 1.7 miles of the 2.2 mile long Hemler Creek #20 trail. Alternative C would close 1.7 miles of trail to motorized use. The administrative decision related to Alternative C would close the entire 2.2 miles of the Hemler Creek Trail to motorized use. However, if there was a feature or destination outside the buffer zone coming from the west, i.e. Hall Creek Trail #61 to Hall Lake, the administrative decision may be made to keep that portion of the trail open to wheeled motorized use.

Clayton Creek Trail #420 and Graves Creek Trail #1 both lead directly into the Jewel Basin Hiking Area with less than a mile each outside the boundary. JB is open to hiking travel only as a result of Special Order #06064L99. Clayton and Graves were not originally included in this order. Along the same logic as described above in respect to motorized use, the administrative action for all action alternatives may be to close these two trails to horse, mountain bike and other pack stock to be gain consistent access management.

Trails Common to All Alternatives

See Table 3-119 below for a summary of trails common to all alternatives.

Table 3-119. Trails Common to All Alternatives With No Change of Access Management

Trail	Existing Access Management	Motorized Miles	Non-Motorized Miles
Graves Creek #1 **	NM		6
#101	NM		3
#101	M	3	
#183	NM		.3
Crater Notch (SL) #187 **	NM		2
Bond Creek #21 (SL) *	M	3	
#237	NM		2
Wildcat Mountain #242 *	NM		2
Fawn Creek #309 *	NM		4
#353 (SL) *	NM		3
#354 (SL) *	NM		2
#385	NM		2
Picnic Lakes #392 **	NM		1
Squaw Lake #417 **	NM		.2
Clayton Creek #420 *	NM		3
Flossy #49 *	NM		4
Strawberry #5 (SL) *	M	2	
Columbia Mountain (Westside) #51	M	3	
Broken Leg (SL) #544 *	NM		3
Tongue Mountain #55 **	NM		6
Wounded Buck Creek #57 *	NM		3
Black Lake #58 **	NM		.1
Lion Lake #611	NM		1
Wheeler Creek #64 **	NM		3
#68 (SL) *	NM		.8
Tom Tom #69 (SB) *	NM		2
Pioneer Ridge #71 *	NM		7
Mt. Aeneas #717 **	NM		4
Jewel Lake #718 **	NM		.4
Blackfoot Lake #719 **	NM		3
Twin Lakes #721 **	NM		.4
Alpine Big Hawk #722 **	NM		2
Wildcat Lake #723 *	NM		.5
Birch Lake #724 **	NM		.8
#725 (SL) **	NM		.7
#78 (SL) *	M	2	
#8 (SL) **	NM		2
#82	M	4	
#99	NM		1
Total		17 M	76 NM

Note: ** Geographic Information Systems (GIS) data were used to create the previous and subsequent trail tables. In most cases GIS trail data report the trail lengths to thousands of a mile, i.e. Columbia Mountain Trail

east side #51 is 5.285 miles long. The trail length was rounded to the nearest whole number. This will result in some rounding error in the sums.

Roads

The action alternatives propose changes to road access management status within the project area. Access Management Tables for each alternative labeled “**R**” will only detail changes to the roads that access trailheads to system trails within the subunits. Access management on other roads within the project area may be affected by each alternative. These changes can be found on the Access Management Alternative Maps. However, the affects of access management changes on roads in respect to recreation uses are common to all action alternatives and are discussed below.

Gating or berming an existing road that has had motorized use will affect the recreational use of the road. Recreationists use open roads for activities such as driving for pleasure, huckleberry picking, firewood gathering, hiking, horseback riding, OHV use, hunting, and dispersed camping. Summer motorized use would be prohibited. Recreational use would change to non-motorized. Activities such as huckleberry picking, hunting, hiking, horseback riding, or dispersed/backpack camping may continue, however, since roads would be closed to summer motorized travel, the above-mentioned activities may be focused closer to the access point i.e. gate or berm. The recreation associated with motorized access such as driving for pleasure, firewood gathering, dispersed/car camping, and OHV use would be eliminated from these roads and the areas the roads access.

Decommissioning a previously gated, bermed or open road will change recreational on the road and in the surrounding area. Decommissioning a road results in the template becoming indiscernible from the surrounding terrain over time, thus discouraging human activities. However, decommissioned roads are not closed to recreational activity, they only restrict summer motorized use. Recreationists may use decommissioned roads for activities such as hiking, huckleberry picking, camping, hunting, and horseback riding. Summer motorized use would be eliminated from these road templates. If a road is scheduled for decommissioning and it accesses a system trail (i.e. Alternative C and D Road #895C Wounded Buck), the decommissioning would accommodate the non-motorized trail tread required and trailhead parking/turnaround. Trail tread will be retained, maintained, or constructed to Forest Service Trail Standards found in Forest Service Handbook 2309.18.

Seasonally restricting wheeled motorized access on previously open yearlong road will affect the recreation use in the spring and early summer seasons. These activities include spring bear hunting, hiking, motorcycle riding, horseback riding, spring access with conventional vehicles for snowmobiling, driving for pleasure, and camping. Restricting spring access may change use patterns, which would result in the public recreating from roads that are open year-round during the restricted timeframe.

General Winter Motorized

The project area is open to winter motorized use per the Flathead Settlement Agreement. All the action alternatives propose changes to roads via gates, berms and decommissioning.

These closure methods have the potential to affect winter-motorized use. Placing barriers on roads, such as gates or berms, will cause winter-motorized equipment to travel around or over the barrier. Decommissioning roads in some cases results in stream culverts being removed and road templates being obliterated. Winter motorized users will have to negotiate the changes in the terrain caused by decommissioning. The project area is open to winter use and is not restricted to designated routes.

Direct and Indirect Effects By Alternative Access Management

The following tables depict the affects of each alternative on summer motorized and non-motorized trails within the project area. The total motorized and non-motorized miles of each alternative include the miles from Table 3-119.

Alternative A Access Management

Tables 3-120(T) and 3-121(R) below describes what trails would be motorized and which ones would be non-motorized in Alternative A.

Table 3-120(T). Alternative A (No Action)

Trail	Existing Travel Management	Motorized Miles ALT A	Non-Motorized Miles ALT A	Miles of Motorized Trail Closed in Alt A
Six Mile #10	M	3		
Hemler Creek #20 (SL)	M	2		
Soldier Creek #268 (SB)	M	5		
Peterson Creek #293 (SL)	M	3		
Doris Creek #295	M	2		
Jimmie Ridge #297	M	8		
Peter's Ridge #37 (SL)	M	3		
Conner Creek #396 (SB)	M	5		
Forest Creek #410 (aka Margaret Lake)	M	1		
Columbia Mountain (Eastside) #51	M	5		
Doris Lake #52	M	3		
Hall #61 (SL)	M	2		
Alpine #7	M	34		
Alpine #7	NM		12	
Quintonkin Creek #72	M	1		
Posy Creek #74	M	1		
Lost Johnny Route	M	2		
Sullivan Road #547	M	8		
Alt A Total		88	12	
Table 3-119 Total		17	76	
Grand Total		105	88	0

Alternative A has 105 miles of motorized trails. The motorized trails have three characteristics: ridgetop, connectors, and others. The Ridgetop trail provides access along the top of the Swan Crest to provide a high elevation experience. The connector trails tie into the ridgetop trail to the open road system or trails on either the east or west side of the Swan Crest. Other trails constitute user created routes. Alpine #7 is the ridgetop trail in Alternative A. It runs south from the top of Columbia Mountain to Strawberry Lake and the northern JB boundary. The Alpine #7 motorized section begins again south of JB continuing south of Conner Creek.

The connector trails to Alpine #7 from the west side include: Columbia Mountain #51, Hemler Creek #20, Peter's Ridge #37, Strawberry Lake #5, Peterson Creek #293, Six Mile #10, and Hall Creek #61. The connector trails from the east are Columbia Mountain #51, Doris Lakes #52, Doris Creek #295, Jimmie Ridge #297, Quintonkin #72, Posy Creek #74, Conner Creek #396, Soldier Creek #268 and Sullivan Road #547. The other routes include Forest Creek #410 and the user created route at the end of Lost Johnny Road #895B. It is unknown if the Lost Johnny routes connect to Alpine #7.

Alternative A has 88 miles of non-motorized trails. These trails are characterized in three ways: 1) Trails within Jewel Basin, 2) Trails connecting to Jewel Basin, or 3) Trails outside Jewel Basin. The majority of the trails within JB are described in Table 3-119 with the exception of the non-motorized section of Alpine #7 that connects Wildcat Lake in the north to Twin, Picnic, and Birch Lakes south through the Jewel Basin. The connector trails to JB include: Graves Creek #1, Flossy Creek #49, Clayton Creek #420, and Pioneer Ridge #71. The trails outside JB include: Fawn Creek #309, Wounded Buck #57, Wildcat Mountain #242, Wheeler Creek #64, and Tom Tom #69 listed in Table 3-119.

Table 3-121(R) Alternative A (No Action)

Road	Existing Road Status Motorized Use Alt A
Beta #895H	Open Yearlong
Doris #895A	Open Yearlong
Lost Johnny #895B	Open Yearlong
Wounded Buck #895C	Open Yearlong
Flossy Creek #2817	Open Yearlong
Clayton #1633	Open Yearlong
Maize #5326-#9796	Open Yearlong-Open 7/1-11/30
Graves #897	Open Yearlong
Forest Creek #895E	Open 7/1-11/30
Wheeler #895F	Open 7/1-11/30
Quintonkin #381	Open Yearlong
Sullivan #547	Closed Yearlong

Alternative A - No Action maintains the existing road access management. All roads except Sullivan remain open for summer wheeled motorized use; the Sullivan road was closed to conventional motorized uses from a previous decision (Spotted Beetle EIS/ROD March 2002). Road #547 remains open to motorcycle use.

Alternative B Access Management

Tables 3-122(T) and 3-123(R) below describes what trails would be motorized and which ones would be non-motorized in Alternative B.

Table 3-122(T). Alternative B Proposed Action*denotes change

Trail	Existing Travel Management	Proposed Travel Management ALT B	Motorized Miles ALT B	Non-Motorized Miles ALT B	Miles of motorized trail closed in Alt B
Six Mile #10 (SL)	M	M	3		
Hemler Creek #20 (SL)	M	M	2		
Soldier Creek #268 (SB)	M	NM*		5	
Peterson Creek #293 (SL)	M	M	3		
Doris Creek #295	M	M	2		
Jimmie Ridge #297	M	NM*		8	
Peter's Ridge #37 (SL)	M	M	3		
Conner Creek #396 (SB)	M	NM*		5	
Forest Creek #410 (aka Margaret Lake)	M	NM*		1	
Columbia Mountain (Eastside) #51	M	NM*		5	
Doris Lake #52	M	M	3		
Hall #61	M	M	2		
Alpine #7	M	M*	29		
Alpine #7	NM	NM*		17	
Quintonkin Creek #72	M	M	1		
Posy Creek #74	M	NM*		1	
Lost Johnny Route	M	NM*		2	
Sullivan Road #547	M	NM*		8	
Pioneer Ridge #71 new construction	NM	NM*		1	
Alt B Total			48	53	
Total Table 3-119			17	76	
Grand Total			65	129	40

Alternative B has 65 miles of motorized trails. The motorized trails have three characteristics: ridgetop, connectors, and others. The Ridgetop trail provides access along the top of the Swan Crest to provide a high elevation experience. The connector trails tie into the ridgetop

trail to the open road system or trails on either the east or west side of the Swan Crest. Other trails constitute user created routes. Alpine #7 is the ridgetop trail in Alternative B. It runs south from the top of Columbia Mountain to Strawberry Lake and the northern JB boundary. The Alpine #7 motorized section begins again south of JB continuing south of Conner Creek. A portion of Alpine #7 between Wheeler and Quintonkin Creek would be closed to motorized use in Alternative B.

The connector trails to Alpine #7 from the west side include: Columbia Mountain #51, Hemler Creek #20, Peter’s Ridge #37, Strawberry Lake #5, Peterson Creek #293, Six Mile #10, and Hall Creek #61. The connector trails from the east are Doris Lakes #52, Doris Creek #295, and Quintonkin Creek #72. The other route is a user created trail from the end of Lost Johnny Road #895B and it would be closed to motorized use in Alternative B. It is unknown if the Lost Johnny routes connect to Alpine #7.

3-123(R) Alternative B Proposed Action *denotes change

Road	Existing Road Status Motorized Use Alt B	Proposed Road Status Motorized Use Alt B	Resulting Trail Status Alt B
Beta #895H	Open Yearlong	Open 7/1-11/30*	Trail #52 7/1-11/30 *
Doris #895A	Open Yearlong	Open Yearlong	
Lost Johnny #895B	Open Yearlong	Open Yearlong	
Wounded Buck #895C	Open Yearlong	Closed Yearlong Gate*	Trail #57 will be accessed by 1.5 miles on road template behind the gate*
Wounded Buck #895C past #5339	Open Yearlong	Closed Yearlong Berm*	Trail #57 will be accessed by 1.1 miles on road template behind berm*
Flossy #2817	Open Yearlong	Closed Yearlong Berm*	Trail #49 accessed by 0.4 miles on road template behind berm*
Clayton #1633	Open Yearlong	Open Yearlong	
Maize #5326 to # 9796	Open Yearlong-Seasonal 7/1-11/30	Open Yearlong – 7/1-11/30*	0.6 miles becomes seasonal access and 0.6 miles of Trail #71 will be accessed on proposed trail re-route*
Graves #897	Open Yearlong	Open Yearlong	
Forest Creek #895E	Open 7/1-11/30	Open 7/1-11/30	
Wheeler #895F	Open 7/1-11/30	Open 7/1-11/30	
Quintonkin #381	Open Yearlong	Open Yearlong	
Sullivan #547	Closed Yearlong	Closed Yearlong Gate	

Alternative B closes 40 miles of previously open motorized trail. These become non-motorized in this alternative with 129 miles of non-motorized trail. These trails are characterized in three ways: 1) Trails within Jewel Basin, 2) Trails connecting to Jewel Basin, or 3) Trails outside Jewel Basin. The majority of the trails within JB are described in Table 3-119 with the exception of the non-motorized section of Alpine #7 that connects Wildcat Lake in the north to Twin, Picnic, and Birch Lakes south through the Jewel Basin. The connector trails to JB include: Graves Creek #1, Flossy Creek #49, Clayton Creek #420,

and Pioneer Ridge #71. The trails outside JB include: Columbia Mountain (eastside) #51, Fawn Creek #309, Jimmie Ridge #297, Wounded Buck #57, Wildcat Mountain #242, Forest Creek #410, Wheeler Creek #64, Tom Tom #69, Posy Creek #74, Conner Creek #396, Soldier Creek #268, Sullivan Road #547.

Alternative B changes the access management on four roads. The Beta Road 895H would be open seasonally from July 1 – November 30. This alternative would restrict spring and early summer motorized users from using Beta Road 895H for dispersed activities such as spring bear hunting, hiking, mountain biking, motorcycle riding, etc. The seasonal restriction to the road would affect the Doris Lakes trail #52. Trail #52 would be signed with the seasonal restriction at the intersection with Alpine #7.

Wounded Buck Road 895C would be gated yearlong at the intersection with Road 895 and bermed past the intersection with Wildcat Road 5339. Trail #57 would be affected with a total of 2.5 miles of use occurring on road template behind the gate and berm. Flossy Creek Road 2817 would be bermed near the end of the road. Flossy Creek Trail #49 would be affected with 0.4 miles of use occurring on road template behind the berm. Maize Creek Road 5326/9796 would be accessed by open road until a 0.6 mile section of seasonal road open July 1 through November 30. Trail #71 would be accessed on 1.2 miles of new trail.

Alternative C Access Management

Tables 3-124(T) and 3-125(R) below describes what trails would be motorized and which ones would be non-motorized in Alternative C.

Alternative C has 33 miles of motorized trails. The motorized trails have three characteristics: ridgetop, connectors, and others. The Ridgetop trail provides access along the top of the Swan Crest to provide a high elevation experience. The connector trails tie into the ridgetop trail to the open road system or trails on either the east or west side of the Swan Crest. Other trails constitute user created routes. Alpine #7 is the ridgetop trail in Alternative C. It runs south from the top of Columbia Mountain to Strawberry Lake and the northern JB boundary. The Alpine #7 motorized section begins again south of JB continuing south of Conner Creek.

The connector trails to the ridge from the west side include: Columbia Mountain #51, Bond Creek #21 and #78. The other routes are user created off the end of Lost Johnny Road #895B and would be closed to motorized use in Alternative C. It is unknown if the Lost Johnny route connects to Alpine #7.

The connector trail from the east side is Columbia Mountain #51.

Alternative C closes 73 miles of previously open motorized trail. These become non-motorized in this alternative with 162 miles of non-motorized trail. The motorized trails have three characteristics: ridgetop, connectors, and others. The Ridgetop trail provides access along the top of the Swan Crest to provide a high elevation experience. The connector trails tie into the ridgetop trail to the open road system or trails on either the east or west side of the Swan Crest. Other trails constitute user created routes.

Table 3-124(T). Alternative C Road Focus *denotes change

Trail	Existing Travel Management	Proposed Travel Management ALT C	Motorized Miles ALT C	Non-Motorized Miles ALT C	Miles of Motorized trail closed in Alt C
Six Mile #10 (SL)	M	NM*		3	
Hemler Creek #20 (SL)	M	NM*		2	
Soldier Creek #268 (SB)	M	NM*		5	
Peterson Creek #293 (SL)	M	M	.3		
Peterson Creek #293 (SL)	M	NM*		3	
Doris Creek #295	M	NM*		2	
Jimmie Ridge #297	M	NM*		8	
Peter's Ridge #37 (SL)	M	NM*		3	
Conner Creek #396 (SB)	M	NM*		5	
Forest Creek #410 (aka Margaret Lake)	M	NM*		1	
Columbia Mountain (Eastside) #51	M	M	5		
Doris Lake #52	M	NM*		3	
Hall #61 (SB)	M	M	1		
Hall #61 (SB)	M	NM*		1	
Alpine #7	M	M*	10		
Alpine #7	NM	NM*		37	
Quintonkin Creek #72	M	NM*		1	
Posy Creek #74	M	NM*		1	
Lost Johnny Route	M	NM*		2	
Sullivan	M	NM*		8	
Pioneer Ridge #71 new construction	NM	NM*		1	
Total Alt C			16	86	
Total Table 3-119			17	76	
Grand Total			33	162	73

Alpine #7 is the ridgetop trail in Alternative C. It runs south from the top of Columbia Mountain to Strawberry Lake and the northern JB boundary. The Alpine #7 motorized section begins again south of JB continuing south of Conner Creek. The connector trails to JB include: Graves Creek #1, Flossy Creek #49, Clayton Creek #420, and Pioneer Ridge #71. The trails outside JB would include: Alpine #7 (from intersection with Columbia Mountain

#51 to JB northern boundary and extending south of JB boundary to Conner Creek #268), Fawn Creek #309, Doris Lakes #52, Doris Creek #295, Hemler #20, Peter’s Ridge #37, Jimmie Ridge #297, Wounded Buck #57, Wildcat Mountain #242, Forest Creek #410, Wheeler Creek #64, Peterson Creek #293, Tom Tom #69, Quintonkin Creek #72, Posy Creek #74, Six Mile #10, Hall Creek #61, Conner Creek #396, Soldier Creek #268 and Sullivan Road #547.

Table 3-125(R) Alternative C Road Focus *denotes change

Road	Existing Road Status Motorized Use Alt C	Proposed Road Status Motorized Use Alt C	Resulting Trail Status Alt C
Beta #895H	Open Yearlong	Closed Yearlong Berm*	Trail #52 Closed to motorized*
Doris #895A	Open Yearlong	Open Yearlong	
Lost Johnny #895B	Open Yearlong	Closed Yearlong Gate*	
Wounded Buck #895C	Open Yearlong	Closed Yearlong Gate*	Trail #57 will be accessed by 1.5 miles on road template behind the gate*
Wounded Buck #895C past #5339	Open Yearlong	Closed Yearlong with Berm decommissioned*	Trail #57 will be accessed by 1.1 miles on decommissioned road behind berm*
Flossy #2817	Open Yearlong	Closed Yearlong Gate*	Trail #49 will be accessed by 1.3 miles on road template behind gate*
Flossy #2817	Open Yearlong	Closed Yearlong Berm*	Trail #49 will be accessed by 0.4 miles on road template behind berm*
Clayton #1633	Open Yearlong	Open Yearlong	
Maize #5326 to # 9796	Open Yearlong-Seasonal 7/1-11/30	Open Yearlong – 7/1-11/30*	0.6 miles becomes seasonal access and 0.6 miles of Trail #71 will be accessed on proposed trail re-route*
Graves #897	Open Yearlong	Open Yearlong	
Wheeler #895F	Open 7/1-11/30	Open 7/1-11/30 (gated above intersection with #1611)*	Trail #64 will be accessed by 1.075 miles on road template behind gate*
Quintonkin #381	Open Yearlong	Open Yearlong	
Sullivan #547	Closed Yearlong gate	Closed Yearlong gate	

Alternative C changes the access management on six roads. The Beta Road 895H would be closed yearlong with a berm at the intersection with Road 895. This closure would affect the Doris Lakes Trail #52 closing it to motorized uses. Lost Johnny Road 895B would be closed to motorized use with a gate at the intersection with Road 895.

Wounded Buck Road 895C would be gated yearlong at the intersection with Road 895 and decommissioned past the intersection with Wildcat Road 5339. Trail #57 would be affected with a total of 2.5 miles of use occurring on road template behind the gate and berm. Flossy Creek Road #2817 would be gated causing users to access Trail #49 on 1.3 miles behind the

gated road template and 0.4 miles behind the bermed road template. Maize Creek Road 5326/9796 and Trail #71 would be accessed by open road until a 0.6 mile section of seasonal road open July 1 to November 30. Trail #71 would be accessed by 1.2 miles of new trail. Wheeler Road 895F would be gated at the intersection with Road 1611. Trail #64 would be accessed on 1.1 miles of road template behind the gate.

Alternative C decommissions the upper portion of Wounded Buck Road 895C past the intersection with Wildcat Road 5339. Road 895C is part of a popular loop for snowmobilers. The culverts would be removed in this section of road. Snowmobilers would have to negotiate the open crossings as a result of Alternative C.

Alternative D Access Management

Tables 3-126(T) and 3-127(R) below describes what trails would be motorized and which ones would be non-motorized in Alternative D.

Table 3-125(T). Alternative D Trail Focus *denotes change

Trail	Existing Travel Management	Proposed Travel Management ALT D	Motorized Miles ALT D	Non-Motorized Miles ALT D	Miles of motorized Trail closed in Alt D
Six Mile #10 (SL)	M	M	3		
Hemler Creek #20 (SL)	M	M	2		
Soldier Creek #268 (SB)	M	NM*		5	
Peterson Creek #293 (SL)	M	M	3		
Doris Creek #295	M	NM*		2	
Jimmie Ridge #297	M	NM*		8	
Peter's Ridge #37 (SL)	M	M	3		
Conner Creek #396 (SB)	M	NM*		5	
Forest Creek #410 (aka Margaret Lake)	M	NM*		1	
Columbia Mountain (Eastside) #51	M	NM*		5	
Doris Lake #52	M	NM*		3	
Hall #61 (SB)	M	M	2		
Alpine #7	M	M*	29		
Alpine #7	NM	NM*		17	
Quintonkin Creek #72	M	M	1		
Posy Creek #74	M	NM*		1	
Lost Johnny Route	M	NM*		2	

Trail	Existing Travel Management	Proposed Travel Management ALT D	Motorized Miles ALT D	Non-Motorized Miles ALT D	Miles of motorized Trail closed in Alt D
Sullivan Road #547	M	NM*		8	
Pioneer #71 New Construction	NM	NM*		1	
Total Alt D			43	58	
Total Table 3-119			17	76	
Grand Total			60	134	45

Alternative D has 60 miles of motorized trails. The motorized trails have three characteristics: ridgetop, connectors, and others. The Ridgetop trail provides access along the top of the Swan Crest to provide a high elevation experience. The connector trails tie into the ridgetop trail to the open road system or trails on either the east or west side of the Swan Crest. Other trails constitute user created routes. Alpine #7 is the ridgetop trail in Alternative D. It runs south from the top of Columbia Mountain to Strawberry Lake and the northern JB boundary. The Alpine #7 motorized section begins again south of JB continuing south of Conner Creek. Other trails constitute user created routes. The connector trails to the ridge from the west side include: Columbia Mountain #51, Hemler Creek #20, Peter’s Ridge #37, Strawberry #5, Peterson Creek #293, Six Mile #10, and Bond Creek #61. The other routes are user created off the end of Lost Johnny Road #895B and would be closed to motorized use in Alternative D. It is unknown if the Lost Johnny routes connect to Alpine #7 at this time.

Alternative D closes 45 miles of previously open motorized trail. These become non-motorized in this alternative with 134 miles of non-motorized trail. These trails are characterized in three ways: 1) Trails within Jewel Basin, 2) Trails connecting to Jewel Basin, or 3) Trails outside Jewel Basin. The majority of the trails within JB are described in Table 3-119 with the exception of the non-motorized section of Alpine #7 that connects Wildcat Lake in the north to Twin, Picnic, and Birch Lakes south through the Jewel Basin. The connector trails to JB include: Graves Creek #1, Flossy Creek #49, Clayton Creek #420, and Pioneer Ridge #71. The trails outside JB would include: Alpine #7 (south of Strawberry Lake to JB boundary and from Wheeler Creek to Quintonkin Creek), Columbia Mountain (eastside) #51, Fawn Creek #309, Doris Lakes #52, Doris Creek #295, Jimmie Ridge #297, Wounded Buck #57, Wildcat Mountain #242, Forest Creek #410, Wheeler Creek #64, Tom Tom #69, Posy Creek #74, Conner Creek #396, Soldier Creek #268, and Sullivan Road #547.

Alternative D changes the access management on seven roads. The Beta Road 895H would be closed yearlong with a berm at the intersection with Road 895. This closure would affect the Doris Lakes Trail #52 closing it to motorized uses. Trail #52 would be closed to motorized use at the intersection with Alpine #7. Doris Road 895A would be closed yearlong with a berm at the intersection with Road 895. Doris Creek Trail #295 would be closed to motorized use at the intersection with Alpine #7. Lost Johnny Road 895B would be closed to motorized use with a gate at the intersection with Road 895. Wounded Buck Road 895C would be gated yearlong at the intersection with Road 895 and decommissioned past the intersection with Wildcat Road 5339. Trail #57 would be affected with a total of 2.5 miles of

use occurring on road template behind the gate and berm. Flossy Creek Road 2817 would be gated causing users to access Trail #49 on 1.3 miles behind the gated road template and 0.4 miles behind the bermed road template. Maize Creek Road 5326/9796 and Trail #71 would be accessed by open road until a 0.6 mile section of seasonal road open July 1 to November 30. Trail #71 would be accessed on 1.2 miles of trail. Wheeler Road 895F would be gated at the intersection with Road 1611. Trail #64 would be accessed on 6.3 miles of road template behind the gate.

Table 3-127(R). Alternative D Road Focus *denotes change

Road	Existing Road Status Motorized Use Alt D	Proposed Road Status Motorized Use Alt D	Resulting Trail Status Alt D
Beta #895H	Open Yearlong	Closed Yearlong Berm*	Trail #52 closed to motorized*
Doris #895A	Open Yearlong	Closed Yearlong Berm*	Trail #295 closed to motorized*
Lost Johnny #895B	Open Yearlong	Closed Yearlong Gate*	
Wounded Buck #895C	Open Yearlong	Closed Yearlong Gate*	Trail #57 will be accessed by 1.5 miles on road template behind the gate*
Wounded Buck #895C past #5339	Open Yearlong	Closed Yearlong with berm decommissioned*	Trail #57 will be accessed by 1.1 miles on decommissioned road behind berm*
Flossy #2817	Open Yearlong	Closed Yearlong Gate*	Trail #49 will be accessed by 2.8 miles on road template behind gate*
Flossy #2817/#9833	Open Yearlong	Closed Yearlong berm*	Trail #49 will be accessed by 0.4 miles on road template behind berm*
Clayton #1633	Open Yearlong	Open Yearlong	
Maize #5326 to # 9796	Open Yearlong- Seasonal 7/1-11/30	Open Yearlong – 7/1-11/30*	0.6 miles becomes seasonal access and 0.6 miles of Trail #71 will be accessed on proposed trail re-route*
Graves #897	Open Yearlong	Open Yearlong	
Wheeler #895F	Open 7/1-11/30	Seasonal 7/1-11/30 and Closed Yearlong Gate*	Trail #64 will be accessed by 6.3 miles on road template behind gate*
Quintonkin #381	Open Yearlong	Open Yearlong	
Sullivan #547	Closed Yearlong gate	Closed Yearlong gate	

Alternative D decommissions the upper portion of #895C Wounded Buck past the intersection with Wildcat Road 5339. Road #895C is part of a popular loop for snowmobilers. The culverts would be removed in this section of road. Snowmobilers would have to negotiate the open crossings as a result of Alternative D.

Alternative E Access Management

Tables 3-128(T) and 3-129(R) below describes what trails would be motorized and which ones would be non-motorized in Alternative E.

Table 3-128(T). Alternative E Seasonally Open *denotes change

Trail	Existing Travel Management	Proposed Travel Management ALT E	Motorized Miles ALT E	Non-Motorized Miles ALT E	Miles of motorized trail closed in Alt E
Six Mile #10 (SL)	M	M	3		
Hemler Creek #20 (SL)	M	M	2		
Soldier Creek #268 (SB)	M	NM*		5	
Peterson Creek #293 (SL)	M	M	3		
Doris Creek #295	M	M	2		
Jimmie Ridge #297	M	M	8		
Peter's Ridge #37 (SL)	M	M	3		
Conner Creek #396 (SB)	M	NM*		5	
Forest Creek #410 (aka Margaret Lake)	M	NM*		1	
Columbia Mountain (Eastside) #51	M	M	5		
Doris Lake #52	M	M	3		
Hall #61 (SB)	M	M	2		
Alpine #7	M	M*	29		
Alpine #7	NM	NM*		17	
Quintonkin Creek #72	M	M	1		
Posy Creek #74	M	NM*		1	
Lost Johnny Route	M	NM*		2	
Sullivan #547				8	
Pioneer Ridge #71 (New Construction)	NM	NM*		1	
Alt E Total			61	40	
Total Table 3-119			17	76	
Grand Total			78	116	27

Alternative E has 78 miles of motorized trails. The motorized trails have three characteristics: ridgetop, connectors, and others. The Ridgetop trail provides access along the top of the

Swan Crest to provide a high elevation experience. The connector trails tie into the ridgetop trail to the open road system or trails on either the east or west side of the Swan Crest. Other trails constitute user created routes. Alpine #7 is the ridgetop trail in Alternative E. It runs south from the top of Columbia Mountain to Strawberry Lake and the northern JB boundary. The Alpine #7 motorized section begins again south of JB continuing south of Six Mile #10 past Conner Creek.

The connector trails to the ridge from the west side include: Columbia Mountain #51, Hemler Creek #20, Peter's Ridge #37, Strawberry #5, Peterson Creek #293, Six Mile #10, and Bond Creek #61. The other routes are user created off the end of Lost Johnny Road #895B, these will be closed to motorized use in Alternative E. It is unknown if the Lost Johnny routes connect to Alpine #7.

Alternative E closes 27 miles of previously open motorized trail. These become non-motorized in this alternative with 116 miles of non-motorized trail. These trails are characterized in three ways: 1) Trails within Jewel Basin, 2) Trails connecting to Jewel Basin, or 3) Trails outside Jewel Basin. The majority of the trails within JB are described in Table 3-119 with the exception of the non-motorized section of Alpine #7 that connects Wildcat Lake in the north to Twin, Picnic, and Birch Lakes south through the Jewel Basin. The connector trails to JB include: Graves Creek #1, Flossy Creek #49, Clayton Creek #420, and Pioneer Ridge #71. The trails outside JB would include: Alpine #7 (south of Strawberry Lake to JB boundary and from Wheeler Creek to Quintonkin Creek), Fawn Creek #309, Wounded Buck #57, Wildcat Mountain #242, Forest Creek #410, Wheeler Creek #64, Tom Tom #69, Posy Creek #74, Conner Creek #396, Soldier Creek #268 and Sullivan Road #547.

Alternative E changes the access management on six roads. Wounded Buck Road 895C would be open seasonally from July 1 to November 30 at the intersection with Road 895 and bermed past the intersection with Wildcat Road 5339. Trail #57 would be affected with a total of 1.1 miles of use occurring on road template behind the berm. Flossy Creek Road 2817 would be open seasonally from July 1 to November 30 as would the Clayton Road 1633. Road 2817 would be bermed at the end for 0.4 miles. Users of Trail #49 would have motorized seasonal access to the trailhead and users would access the trail on a road template for 0.4 miles behind the berm. Maize Creek Road 5326/9796 would be accessed seasonally from July 1 to November 30. Users of Trail #71 would have motorized access seasonally and Trail #71 would be accessed on 0.6 miles of road template behind a berm. Graves Creek Road 897 would be seasonally open from July 1 to November 30 past Handkerchief Lake. Trail #1 would have seasonal motorized access from July 1 to November 30. Quintonkon Road would be open seasonally from July 1 to November 30. Trail #72 would be open seasonally from July 1 to November 30 since it is a motorized trail.

In general, Alternative E maintains the roads north of Wounded Buck as open yearlong and changes the open roads including Wounded Buck Road 895C and south to open seasonally July 1 to November 30. This access management change will affect spring and early summer recreation such as spring bear hunting, hiking, motorcycle riding, horseback riding, late season access with conventional vehicles for snowmobiling, driving for pleasure, camping and access to Jewel Basin from the east (Clayton Creek). Road #1633 the eastern access to Jewel Basin would be restricted until July 1 in alternative E. Normally road conditions and spring melt out would allow users to reach the Clayton Creek Trail #420 trailhead around

Memorial Day. Camp Misery Trailhead, the western access to Jewel Basin via Foothills Road and Road 5392 is normally accessible by mid-June. Alternative E would result in approximately one month reduction in spring motorized access to Jewel Basin since snow conditions restrict access from the west and Road 1633 would be closed to motorized travel until July 1. The following user patterns may result: users may park at the snowline on the west side of Road 5392 and hike over the snow to the Camp Misery trailhead; users may park at the seasonal gate on Road 1633 and hike 2.7 miles of seasonally closed Road 1633 to the Clayton Creek Trail #420 trailhead; or users may choose to recreate in other locations that have access via open roads.

Table 3-129(R). Alternative E Seasonally Open *denotes change

Road	Existing Road Status Motorized Use Alt E	Proposed Road Status Motorized Use Alt E	Resulting Trail Status Alt E
Beta #895H	Open Yearlong	Open Yearlong	
Doris #895A	Open Yearlong	Open Yearlong	
Lost Johnny #895B	Open Yearlong	Open Yearlong	
Wounded Buck #895C	Open Yearlong	Open Seasonally 7/1-11/30 to#5339 *	Trail #57 accessed seasonally
Wounded Buck #895C past #5339	Open Yearlong	Closed Yearlong with Berm*	Trail #57 will be accessed by 1.1 miles on road template behind berm*
Flossy #2817	Open Yearlong	Open Seasonally 7/1-11/30*	Trail #49 will be accessed seasonally
Flossy #2817-#9833	Open Yearlong	Closed Yearlong berm*	Trail #49 will be accessed by 0.4 miles on road template behind berm*
Clayton #1633	Open Yearlong	Open Seasonally 7/1-11/30*	Trail #49 and #420 (Jewel Basin) accessed seasonally
Maize #5326 to # 9796	Open Yearlong- Seasonal 7/1-11/30	Open Yearlong – 7/1-11/30*	0.6 miles accessed seasonally 0.6 miles of Trail #71 will be accessed on proposed trail re-route*
Graves #897	Open Yearlong	Open Yearlong to Handkerchief Lake – Seasonally to TH 7/1-11/30*	Trail #1 accesses seasonally
Wheeler #895F	Open 7/1-11/30	Open 7/1-11/30	
Quintonkin #381	Open Yearlong	Open 7/1-11/30*	Trail #72 accessed seasonally
Sullivan #547	Closed Yearlong gate	Closed Yearlong gate	

REGULATORY FRAMEWORK AND CONSISTENCY

The proposed management actions are compatible with management direction in the *Flathead National Forest Land and Resources Management Plan*, Forest Service Manual, and Forest Service Handbook.