

Part 1 of Appendix 1: Maps 1-1 through 1-39

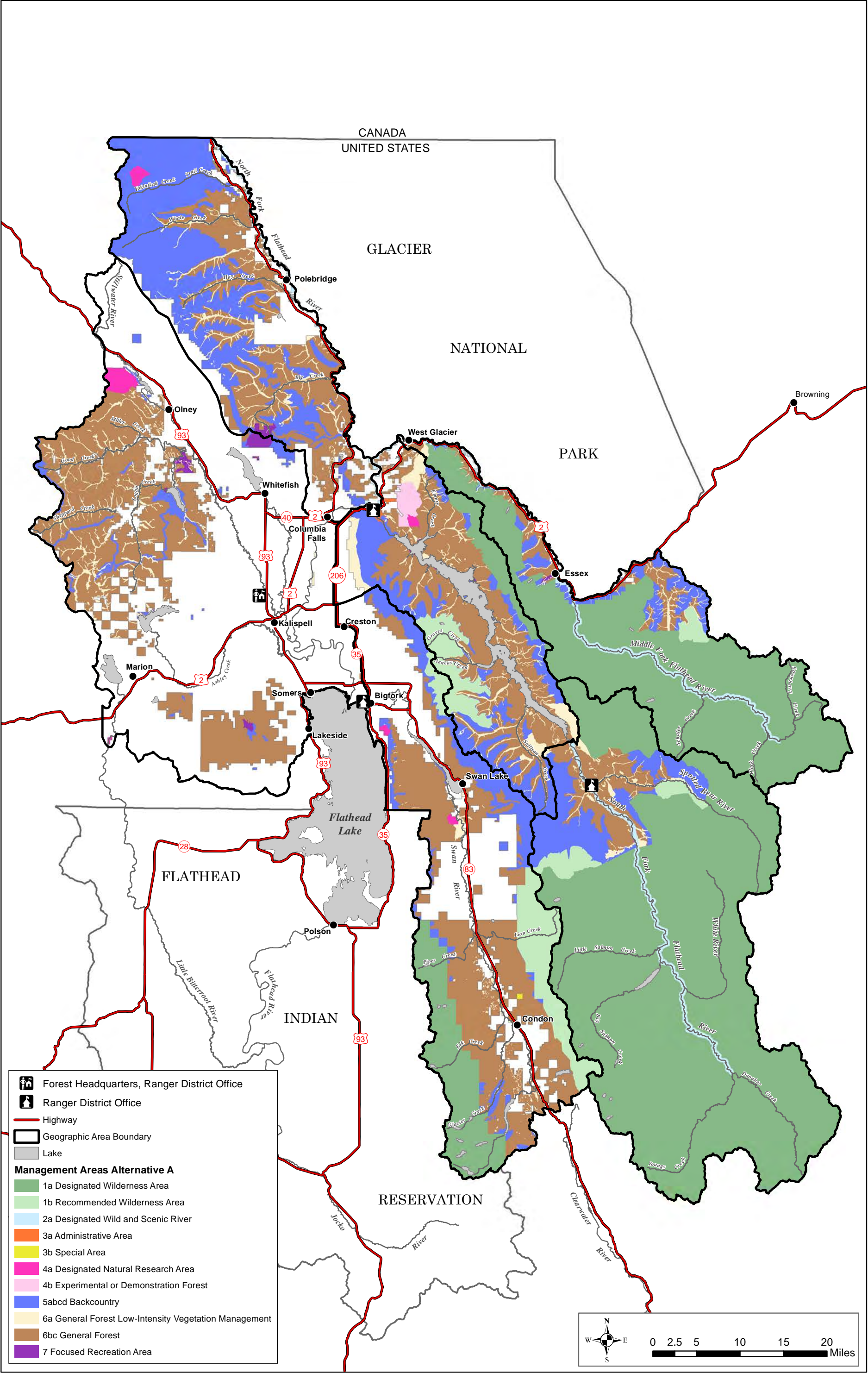
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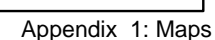
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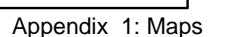
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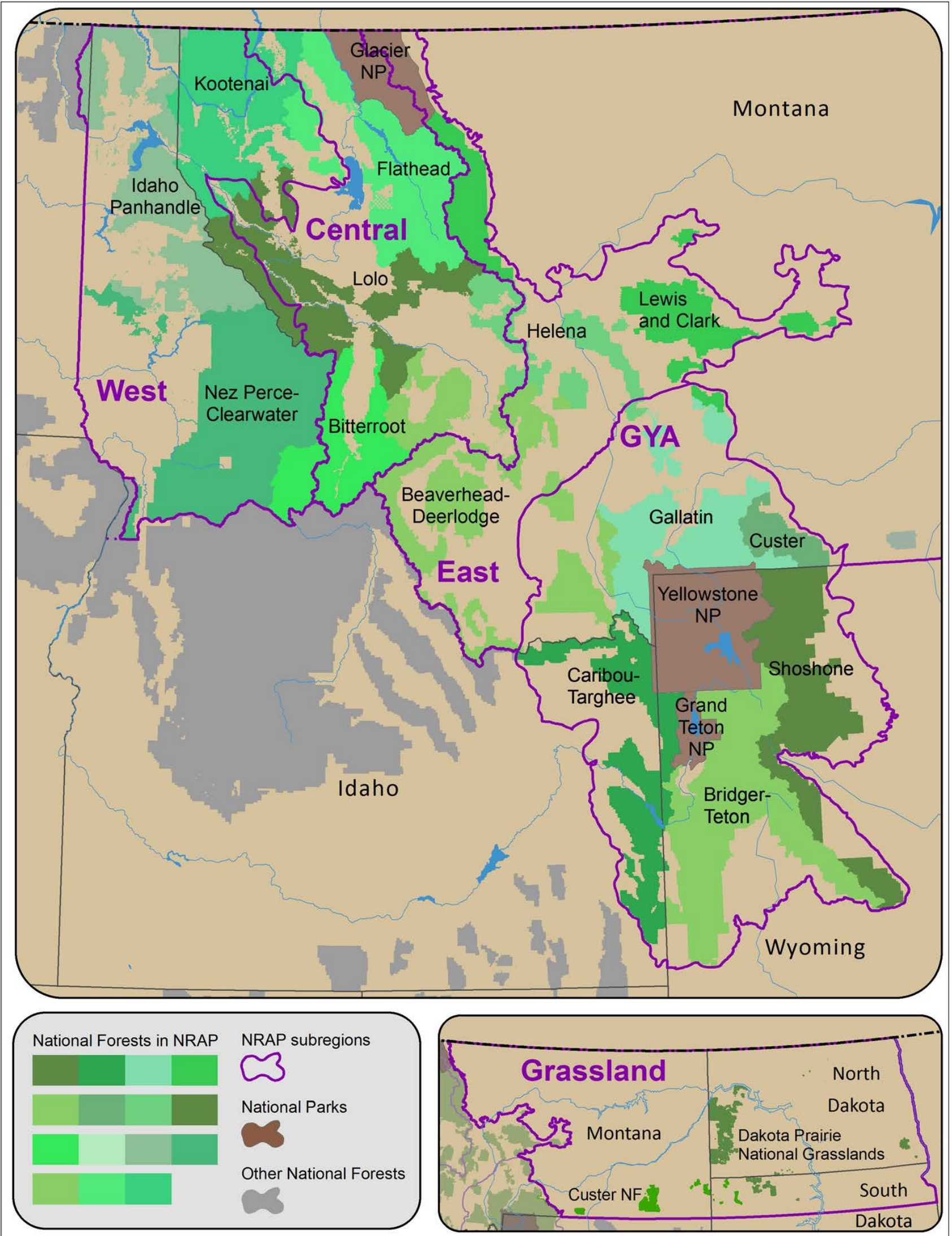
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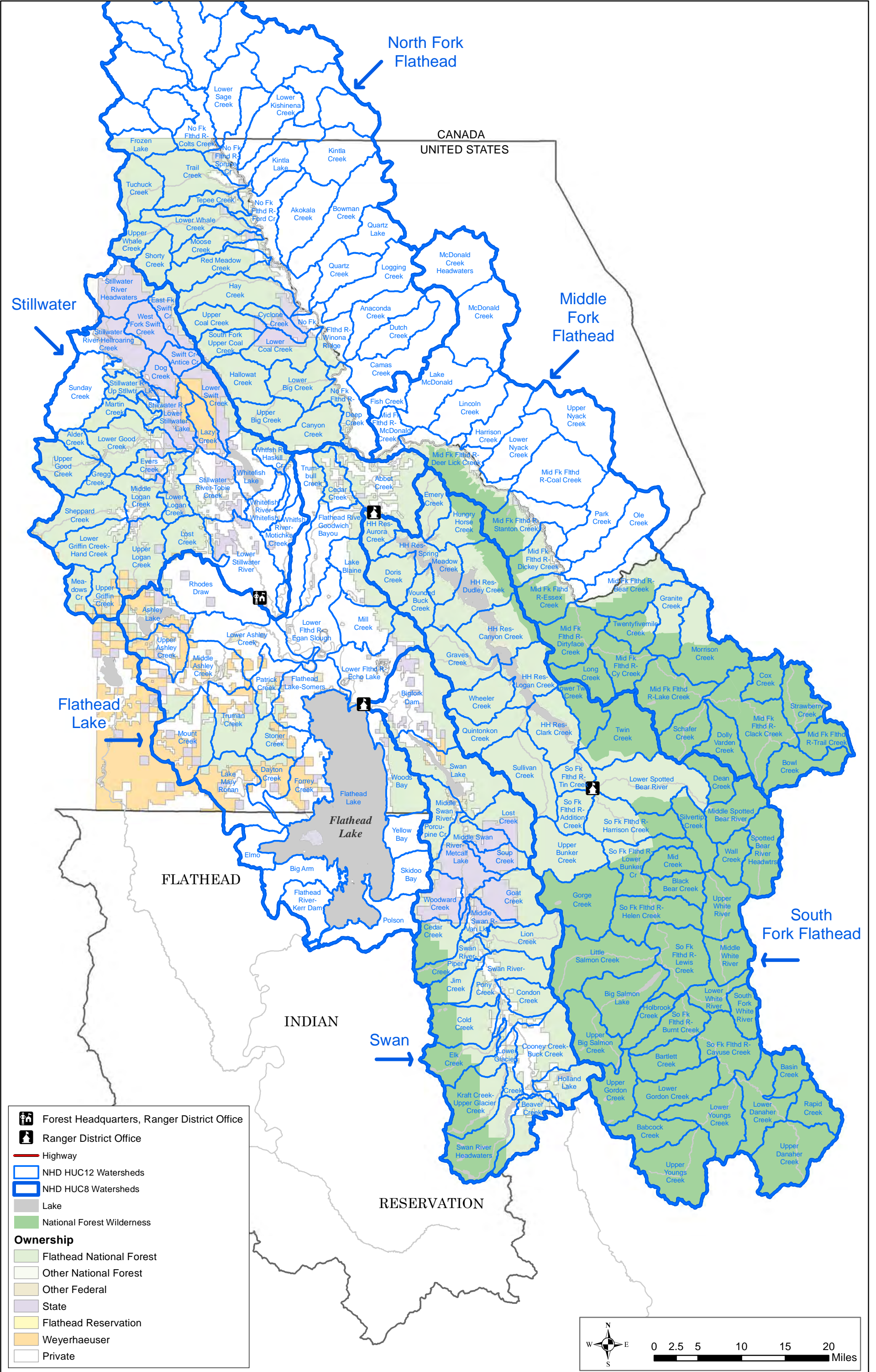


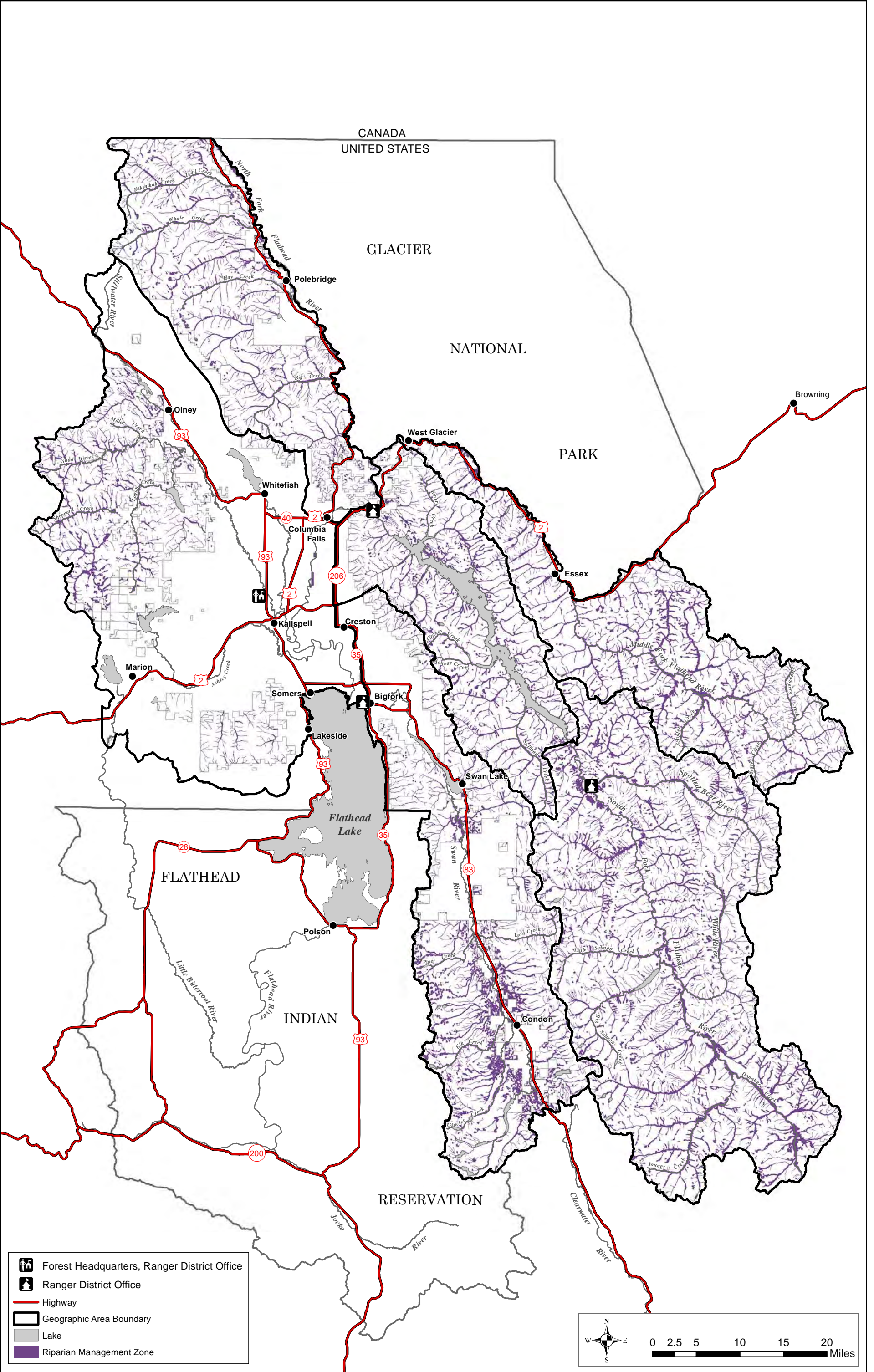


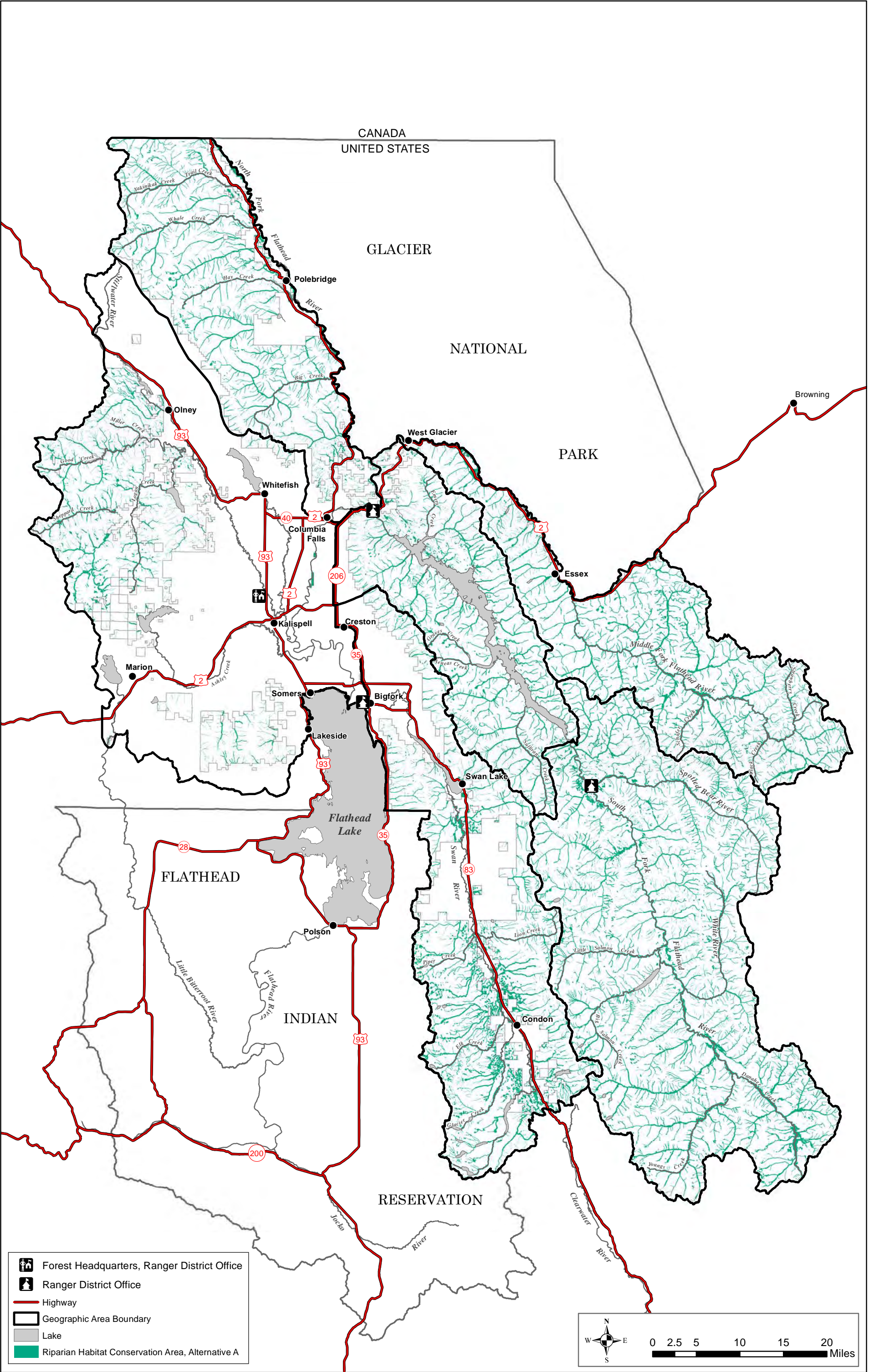


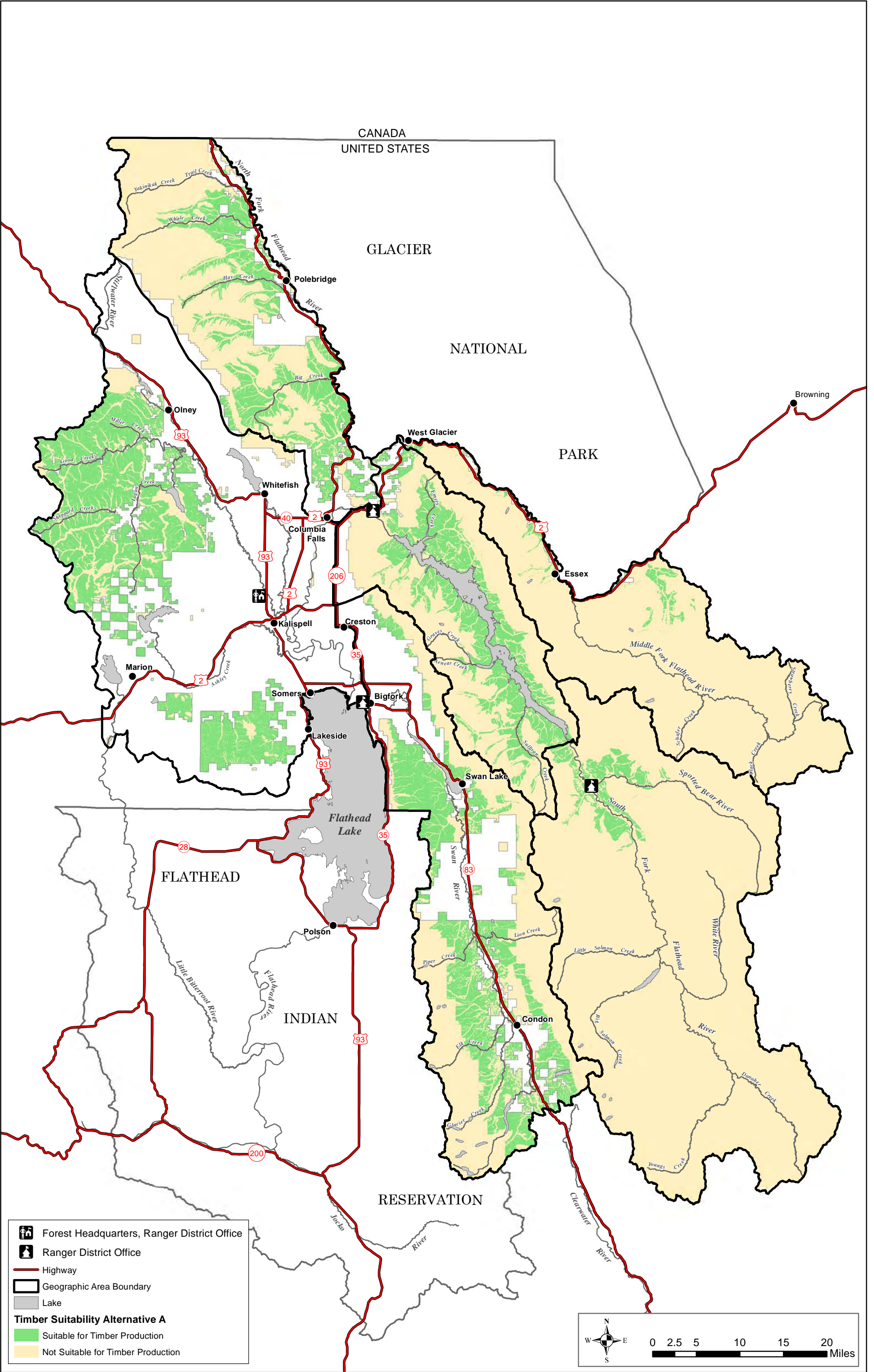


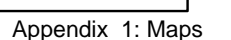


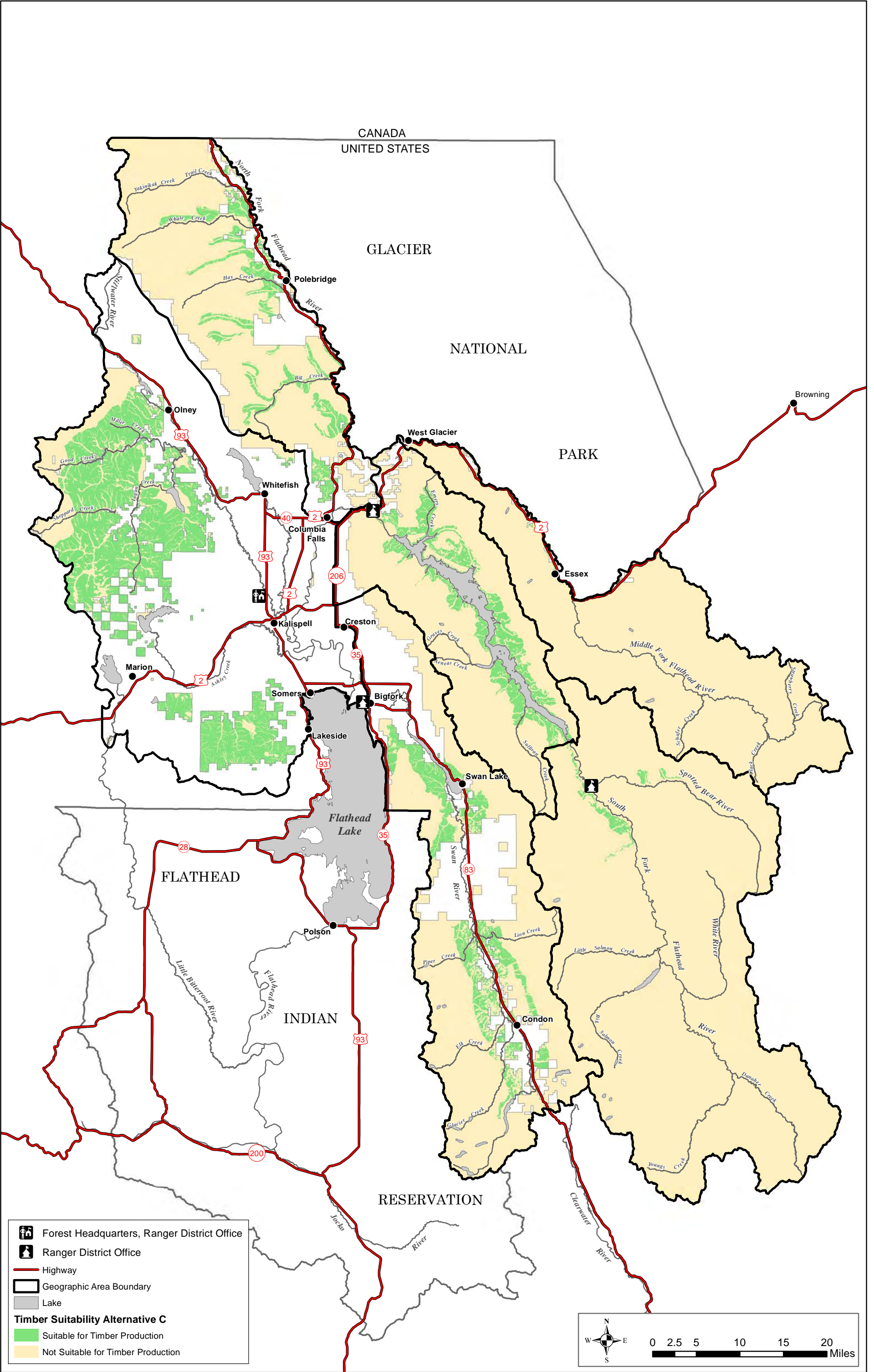












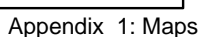
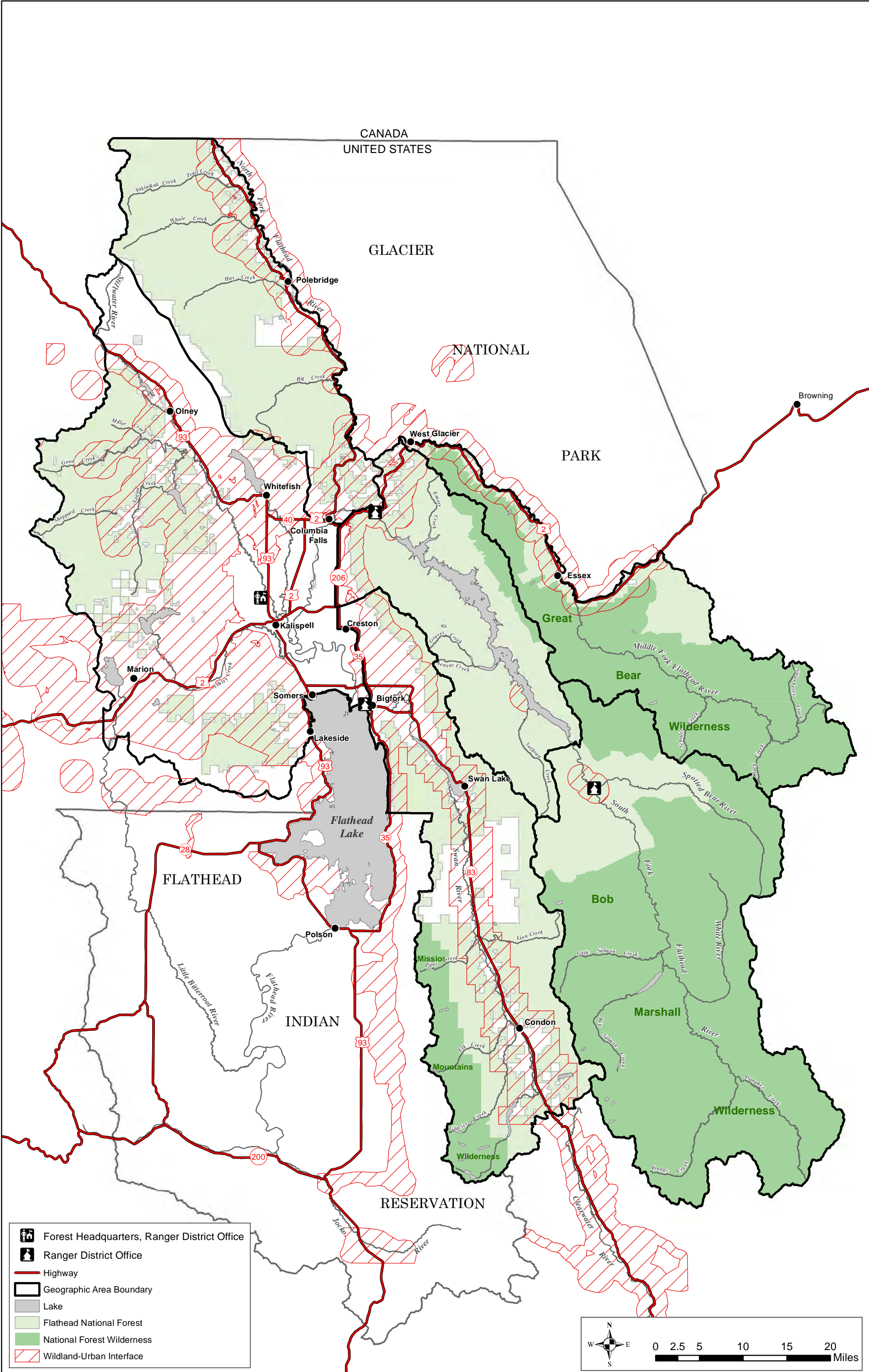


Figure 1-13. Wildland-urban interface



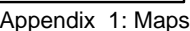


Figure 1-15. Modeled winter mountain goat habitat with motorized over-snow vehicle suitability (areas and corridors) for alternative B modified

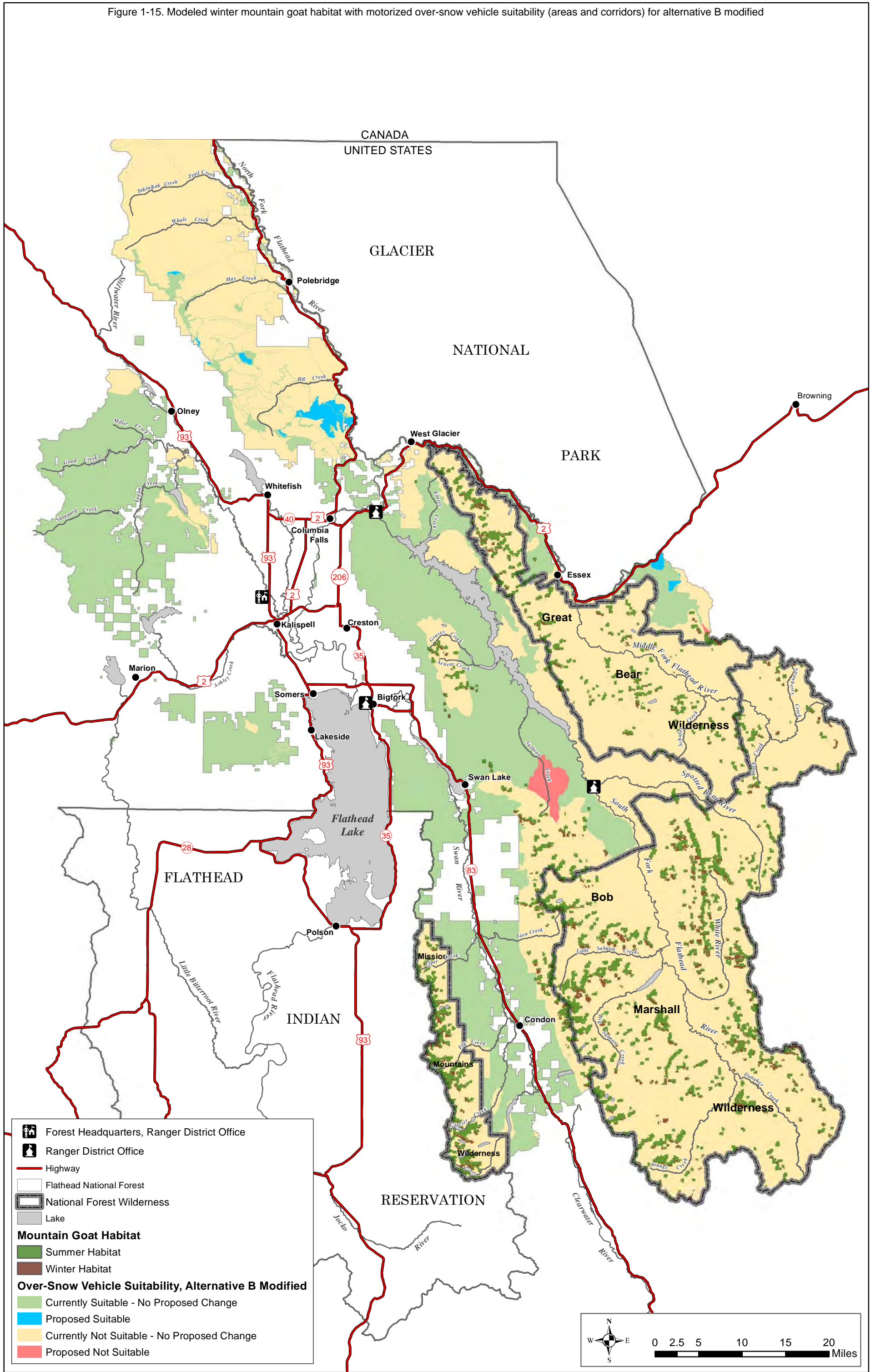


Figure 1-16. Modeled winter mountain goat habitat with motorized over-snow vehicle suitability (areas and corridors) by alternative C

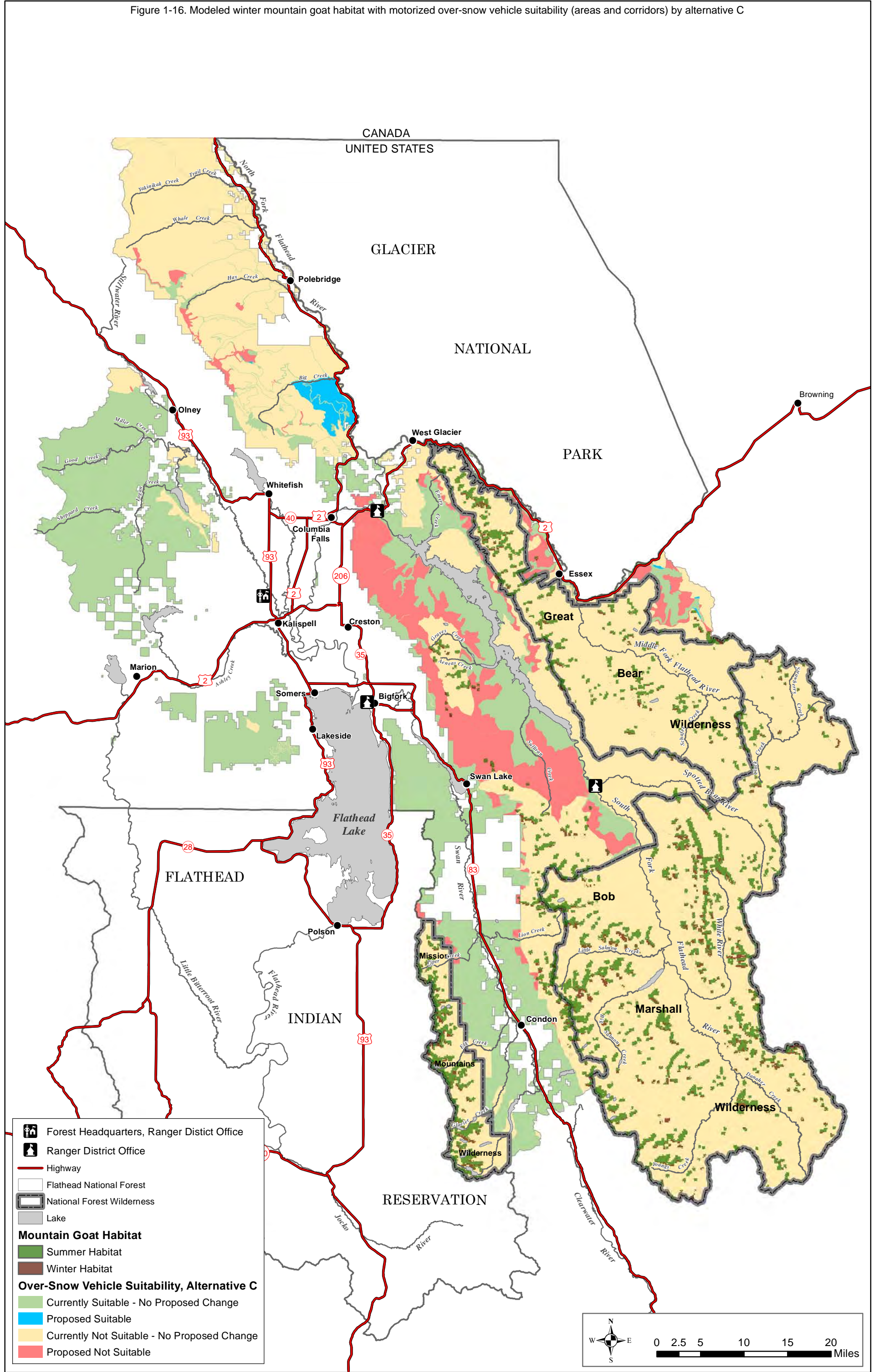


Figure 1-17. Modeled winter mountain goat habitat with motorized over-snow vehicle suitability (areas and corridors) for alternative D

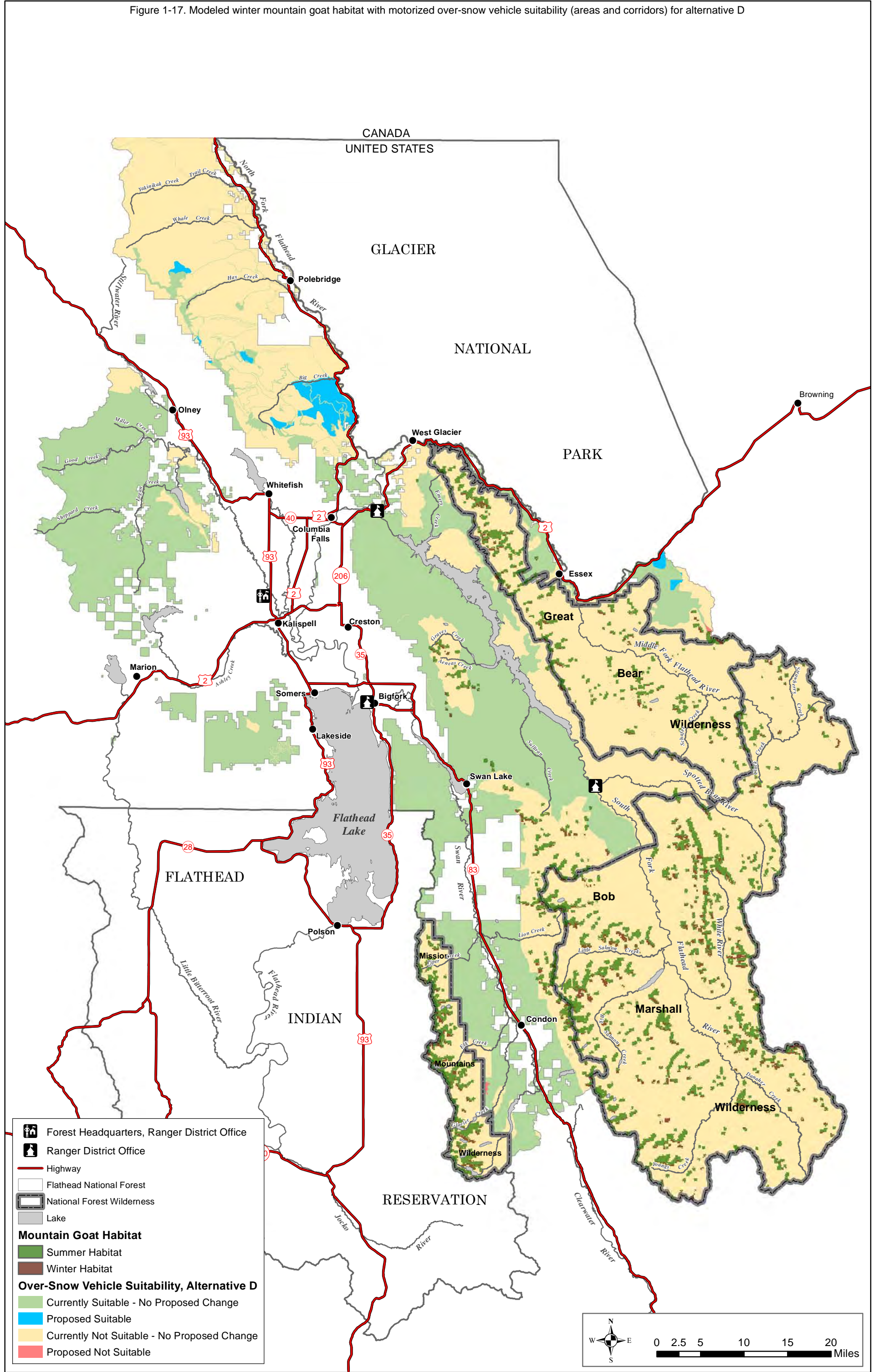


Figure 1-18. Modeled wolverine maternal denning with motorized over-snow vehicle suitability (areas and route corridors) for alternative A

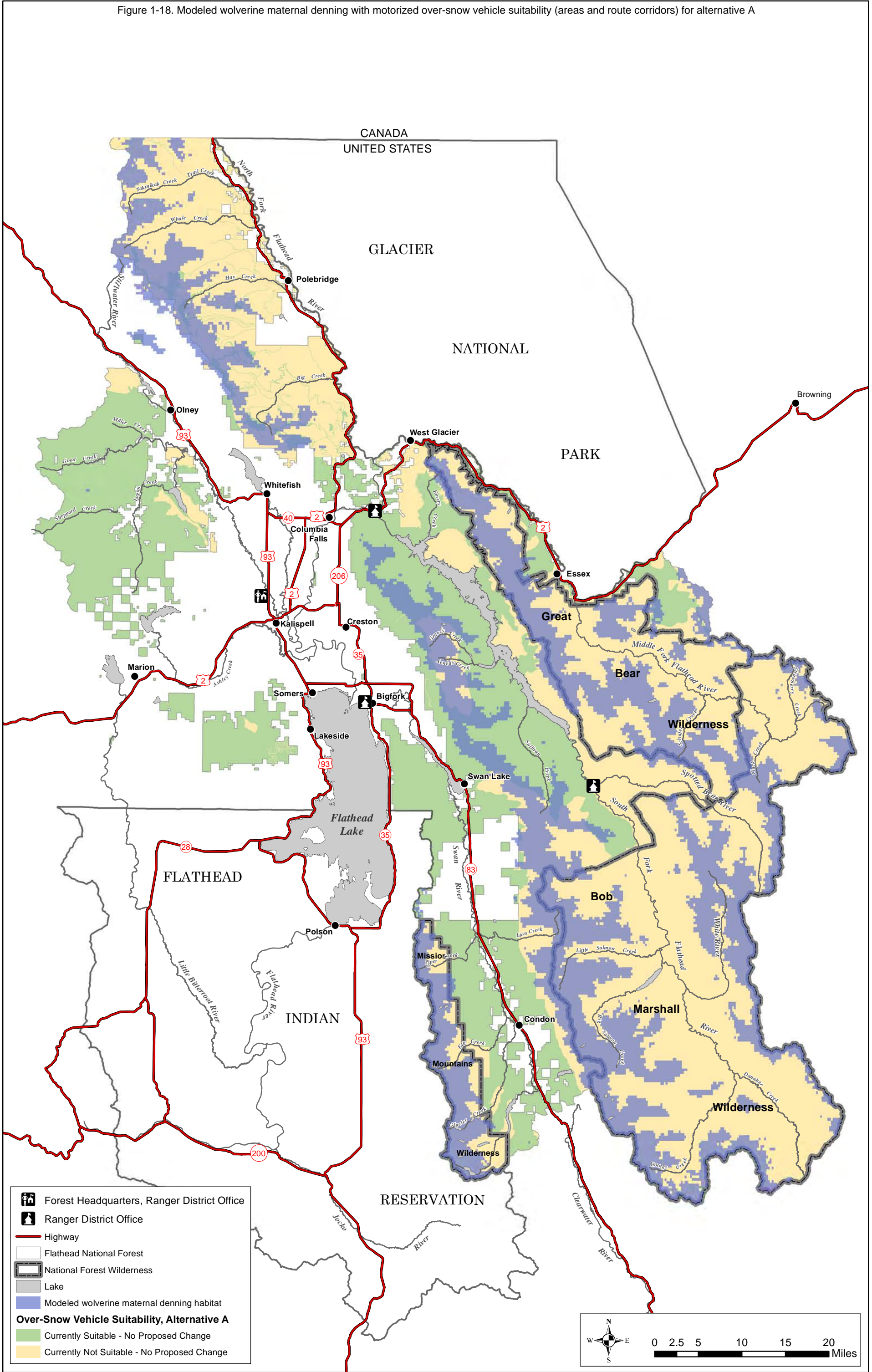


Figure 1-19. Modeled wolverine maternal denning with motorized over-snow vehicle suitability (areas and route corridors) for alternative B modified

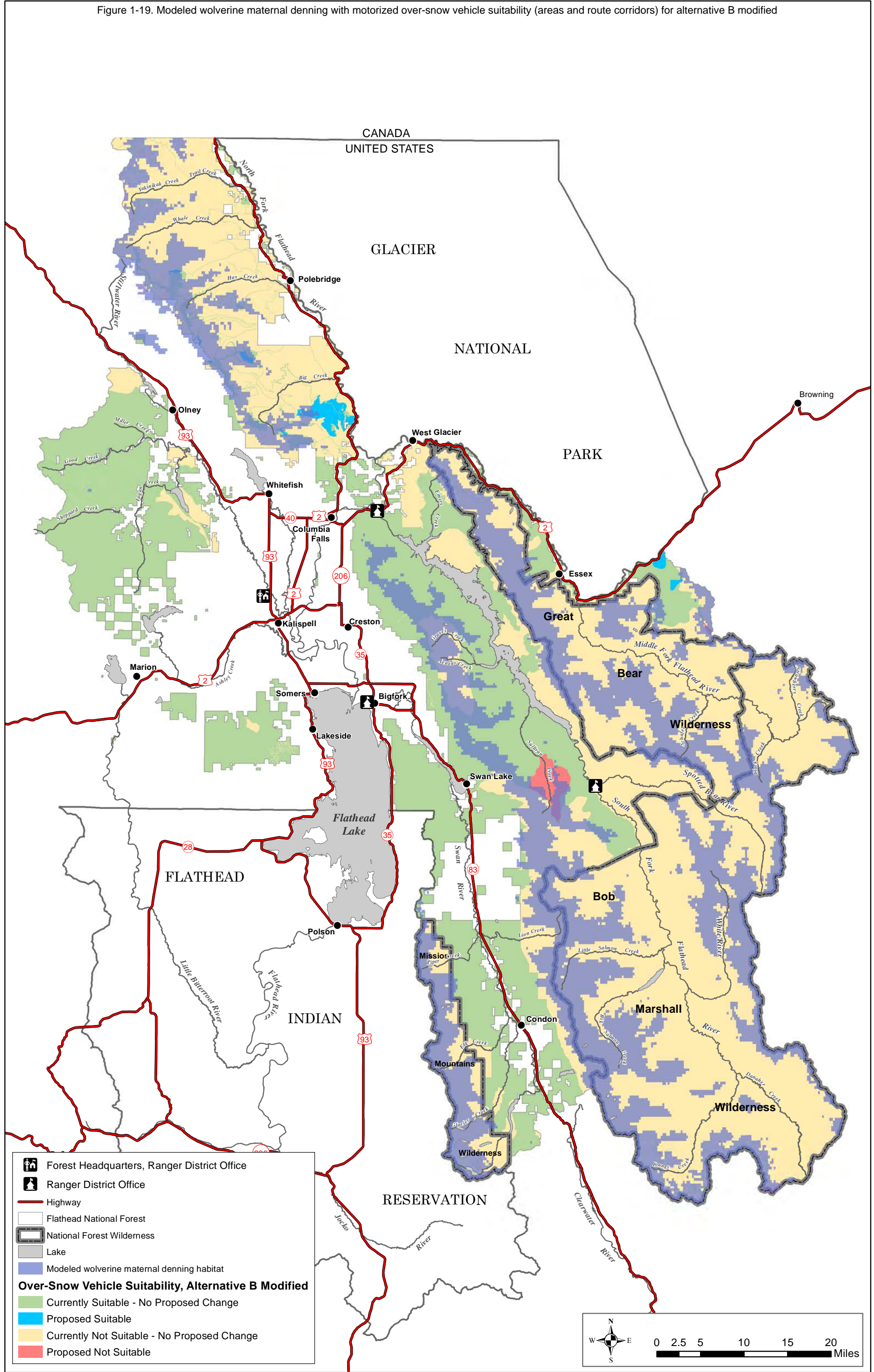


Figure 1-20. Modeled wolverine maternal denning with motorized over-snow vehicle suitability (areas and route corridors) for alternative C

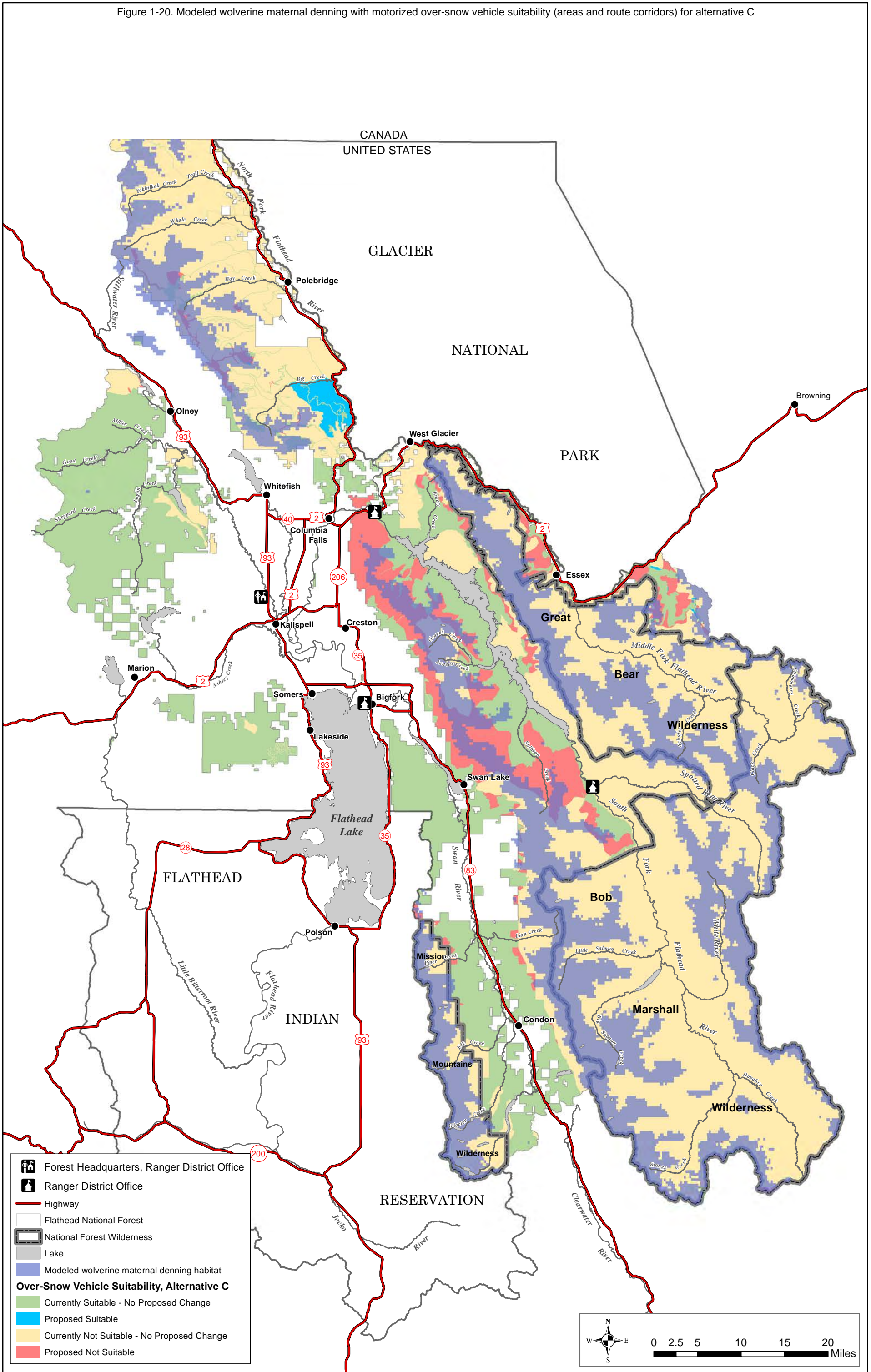


Figure 1-21. Modeled wolverine maternal denning with motorized over-snow vehicle suitability (areas and route corridors) for alternative D

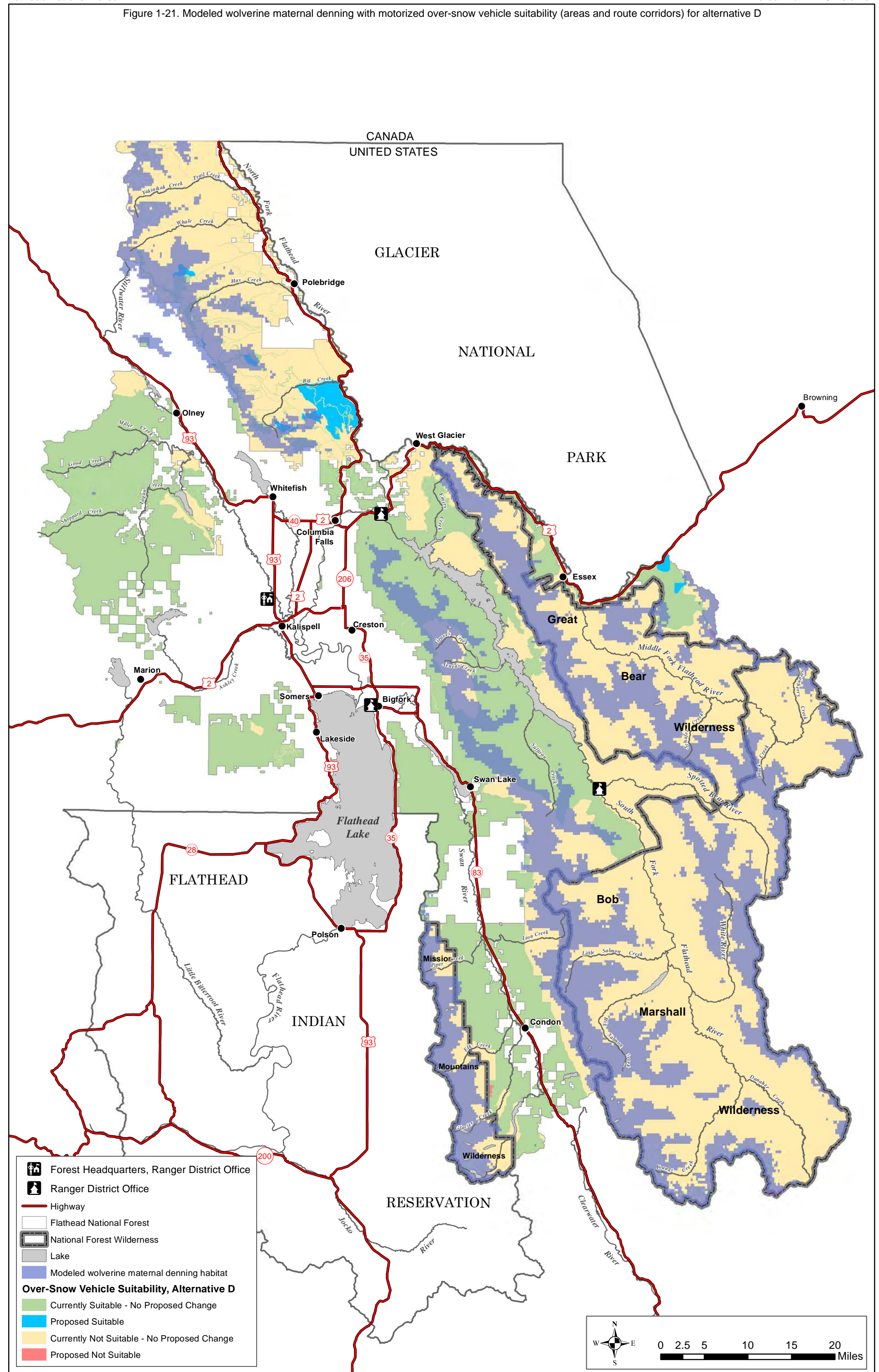


Figure 1-22. Modeled white tail deer winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative A

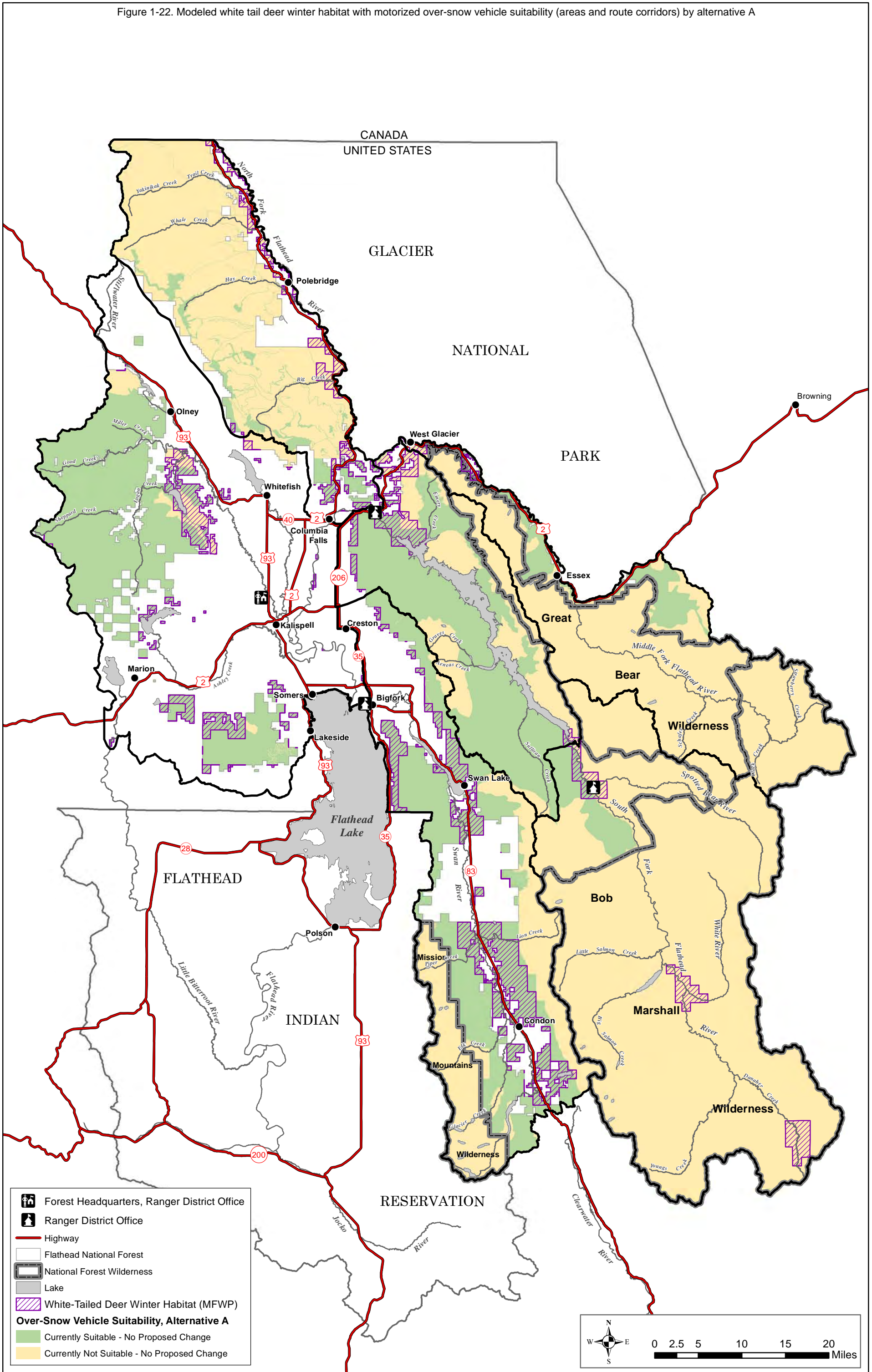


Figure 1-23. Modeled white tail deer winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative B modified

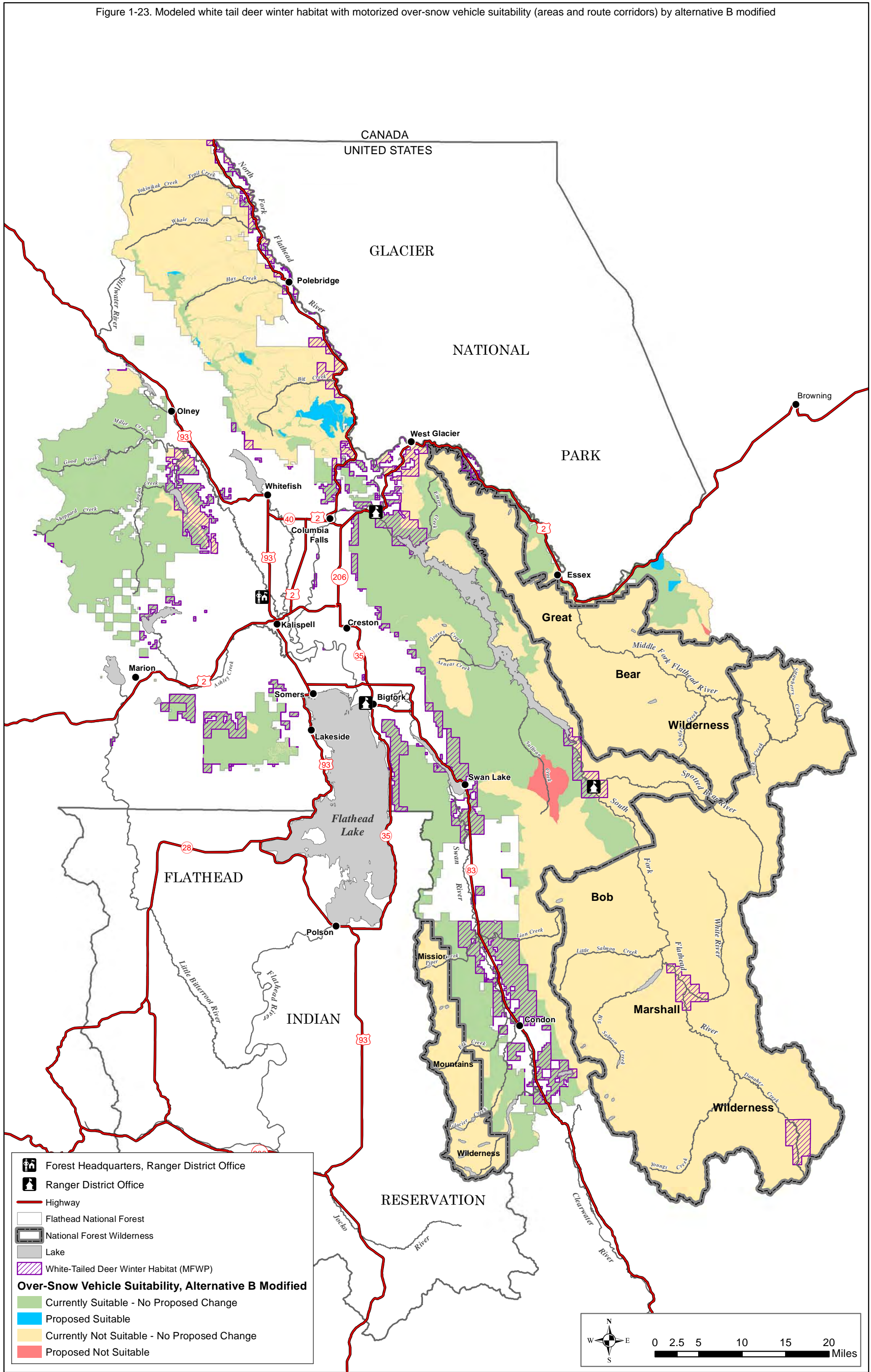


Figure 1-24. Modeled white tail deer winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative C

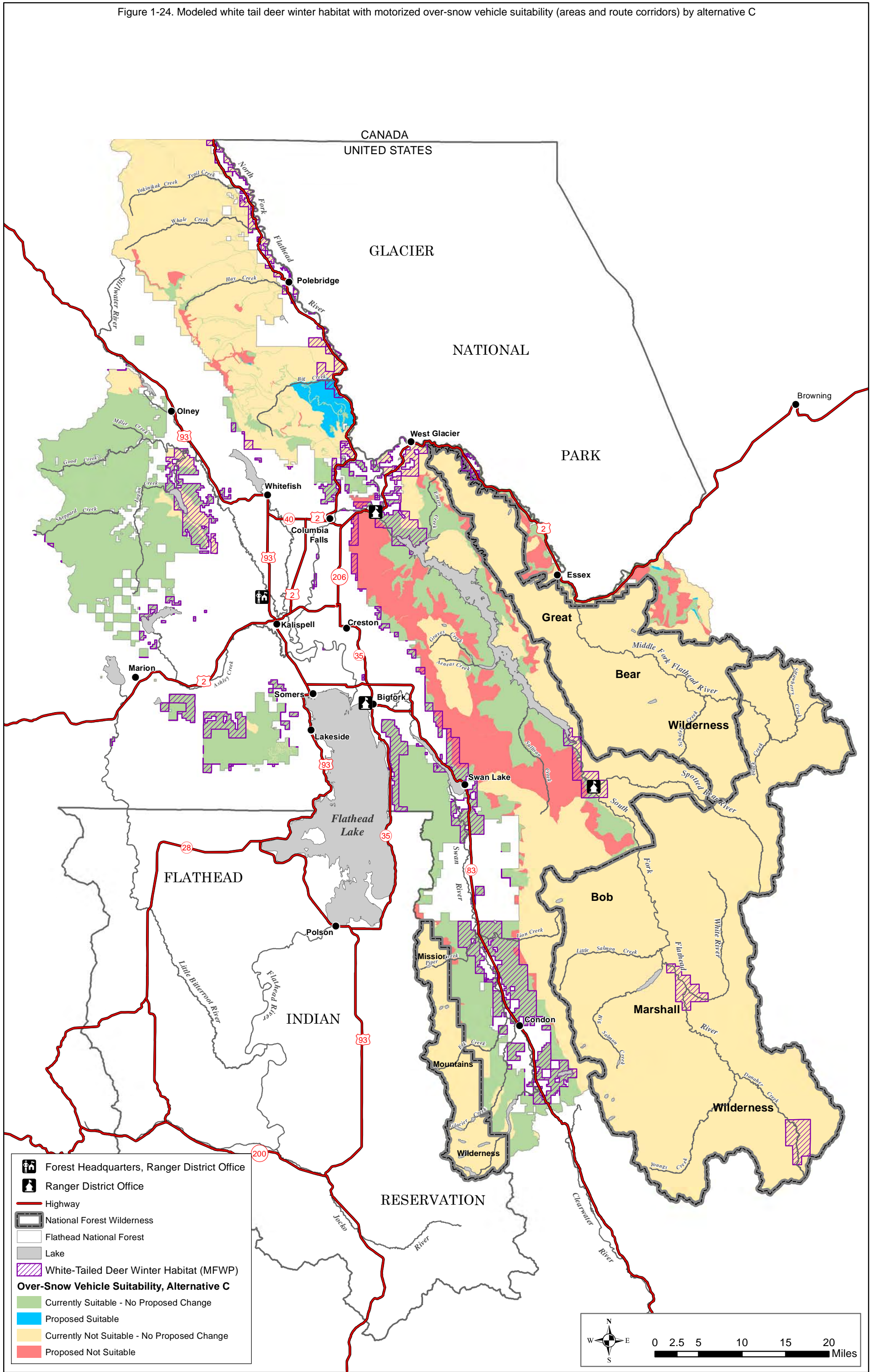


Figure 1-25. Modeled white tail deer winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative D

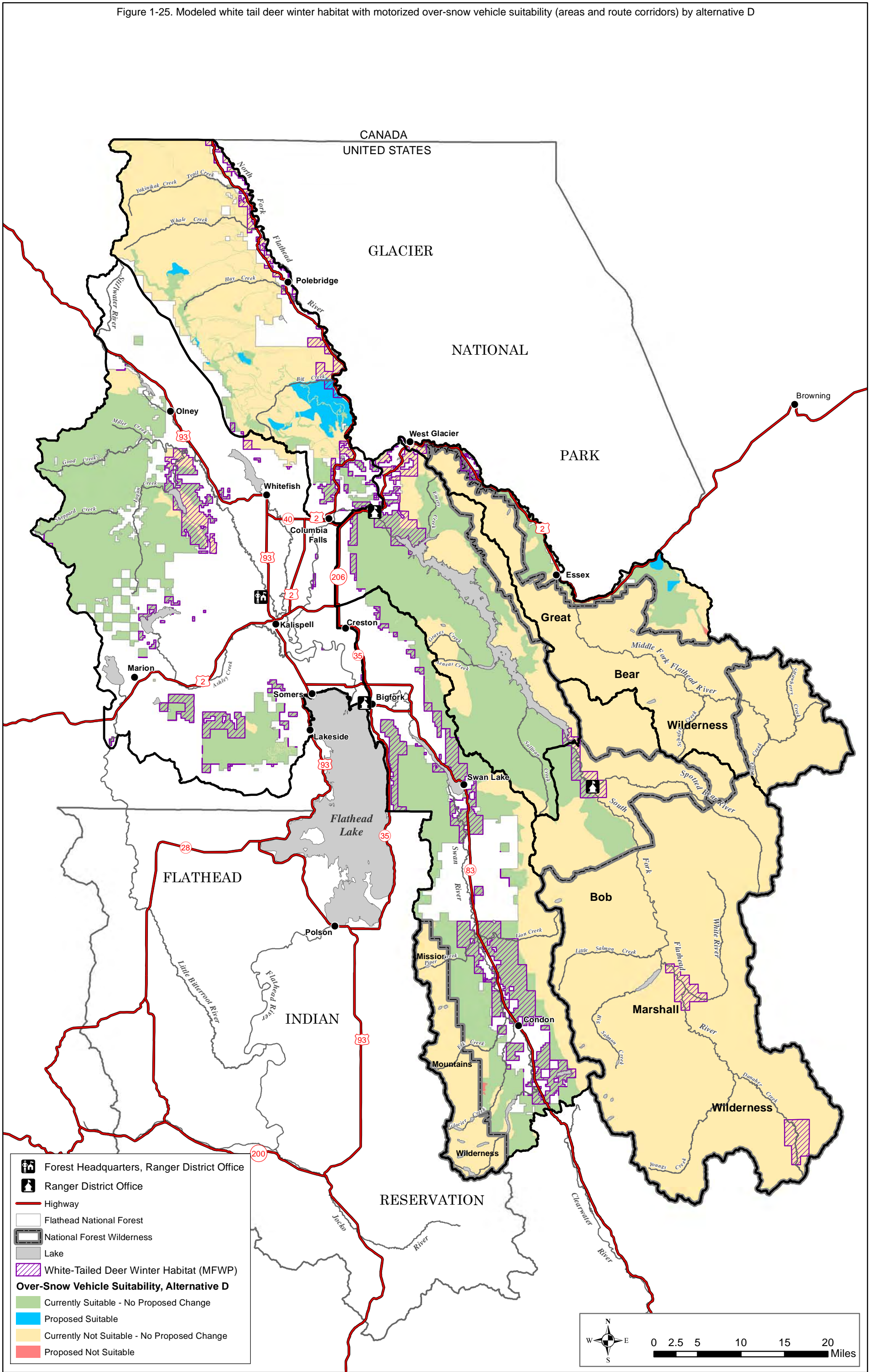


Figure 1-26. Modeled elk winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative A

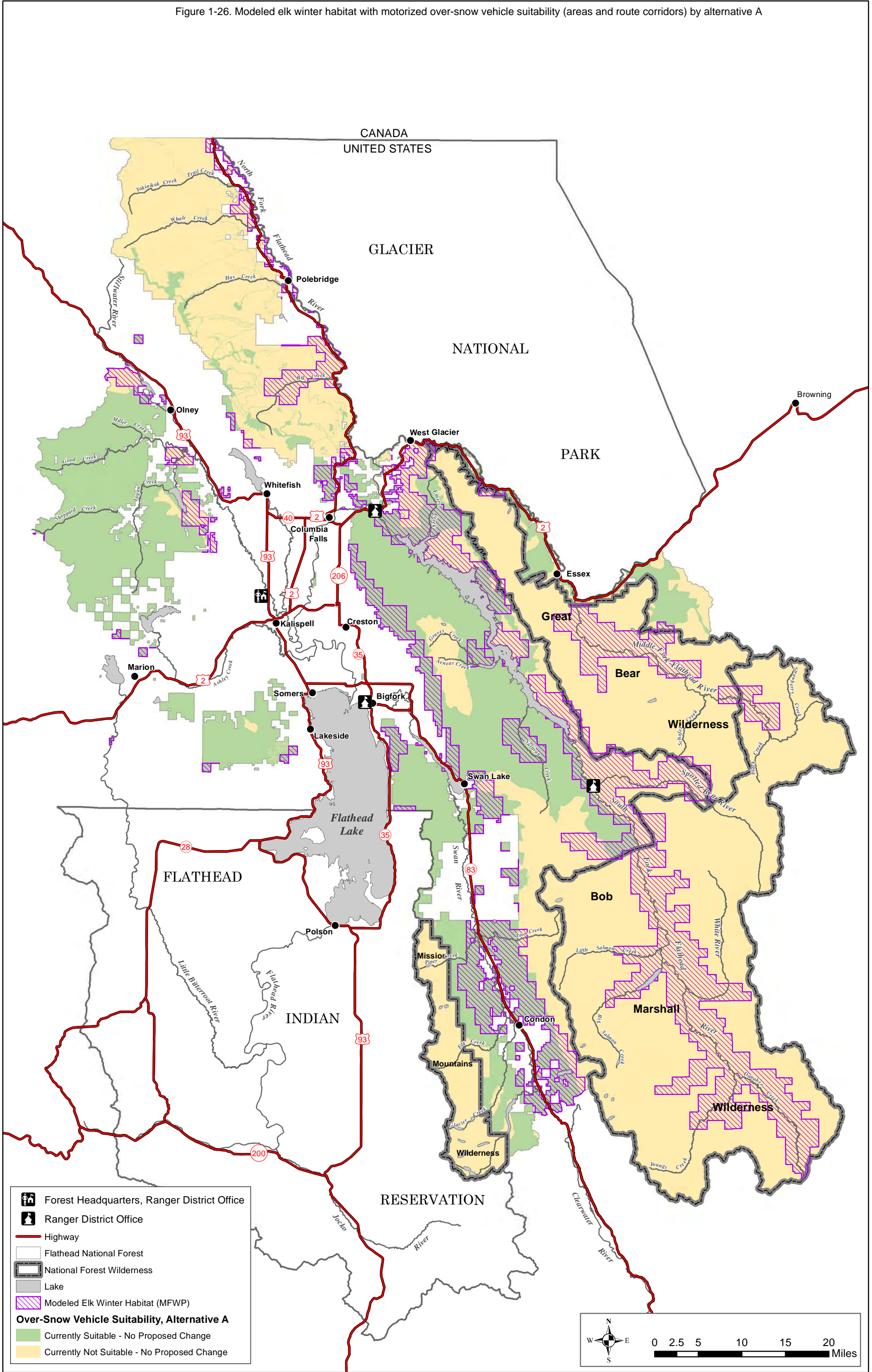


Figure 1-27. Modeled elk winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative B modified

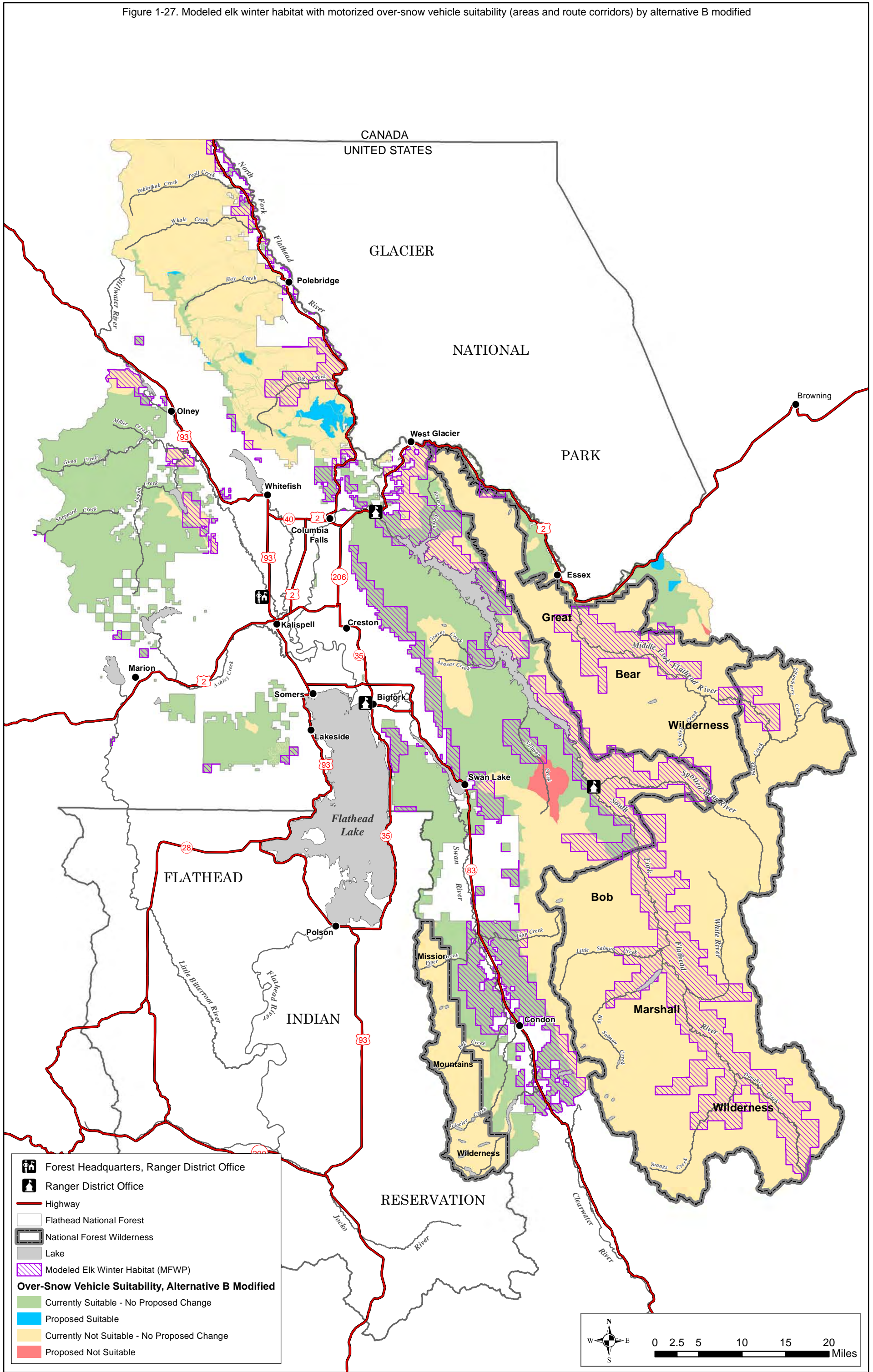


Figure 1-28. Modeled elk winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative C

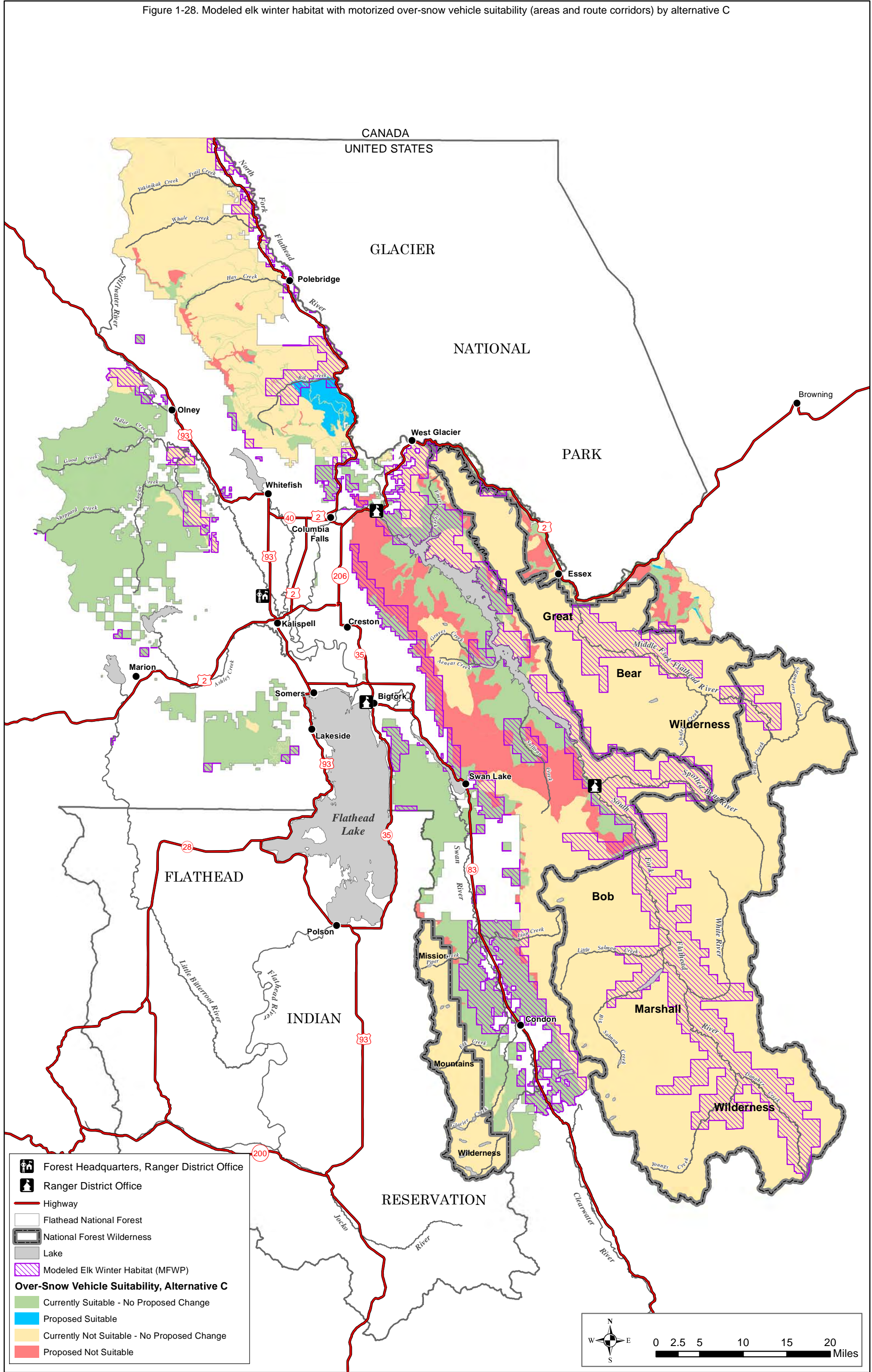
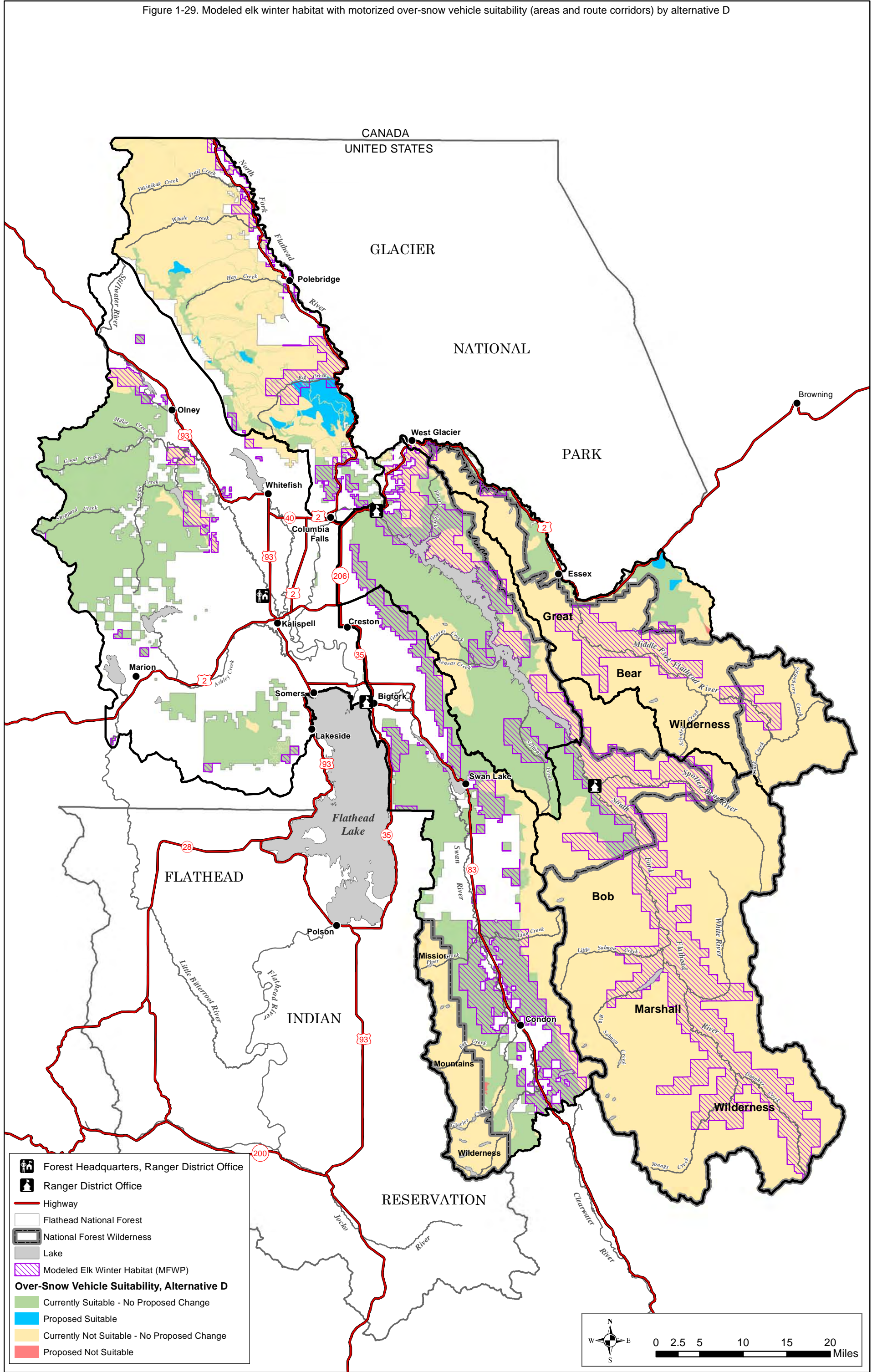
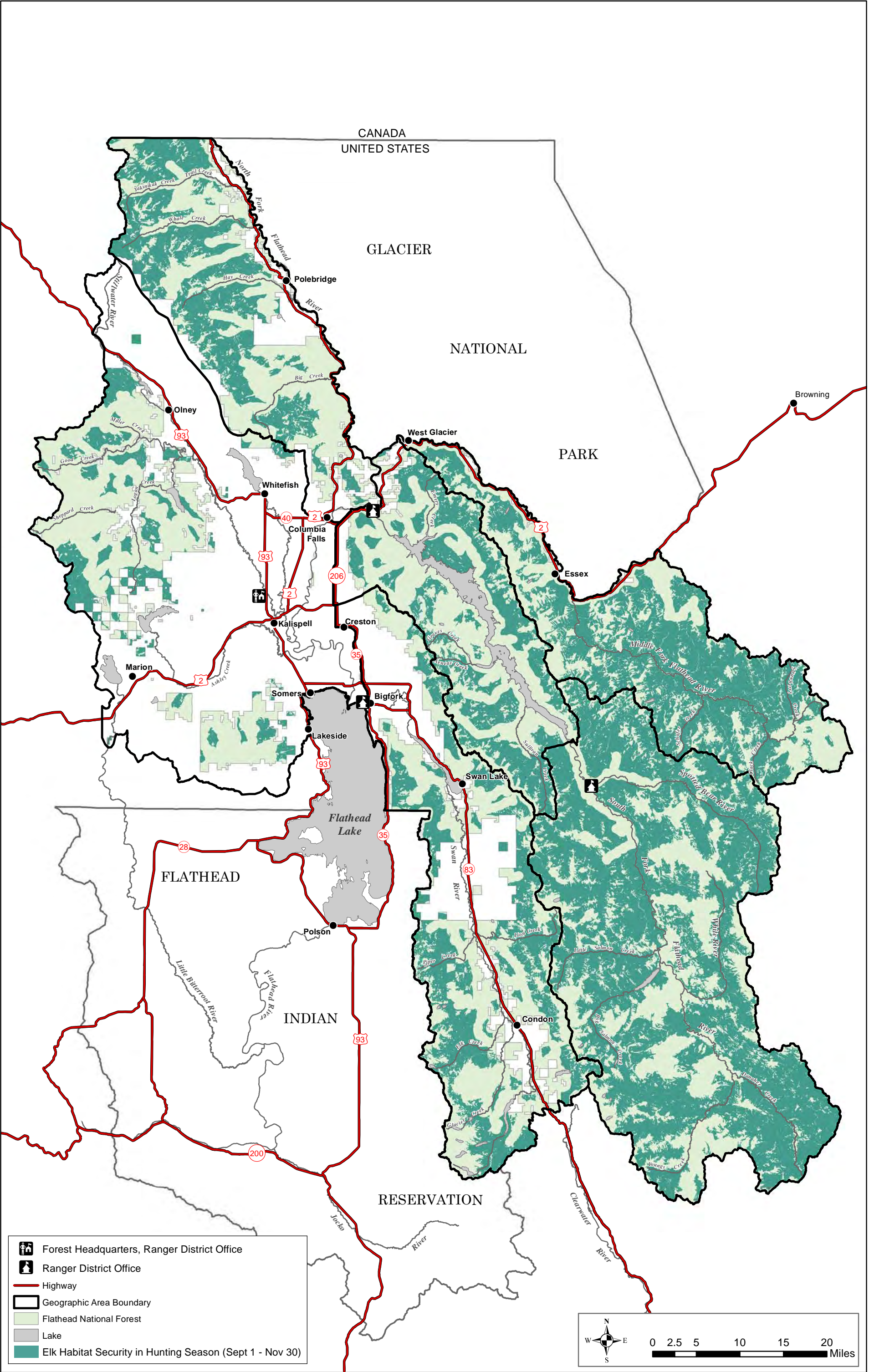


Figure 1-29. Modeled elk winter habitat with motorized over-snow vehicle suitability (areas and route corridors) by alternative D





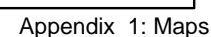


Figure 1-32. Modeled grizzly bear denning with motorized over-snow vehicle late season areas and routes alternative A

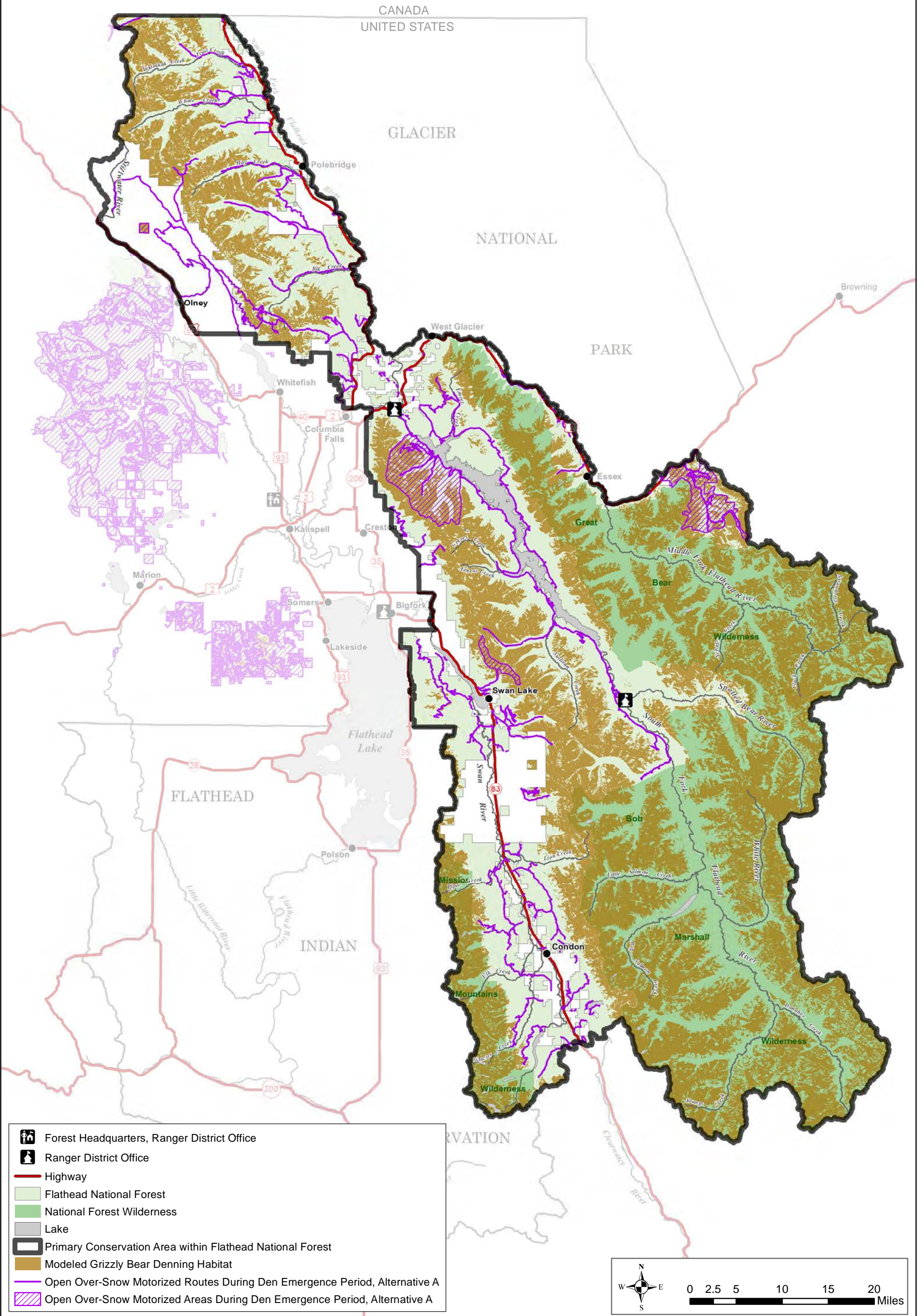


Figure 1-33. Modeled grizzly bear denning with motorized over-snow vehicle late season areas and routes alternative B modified

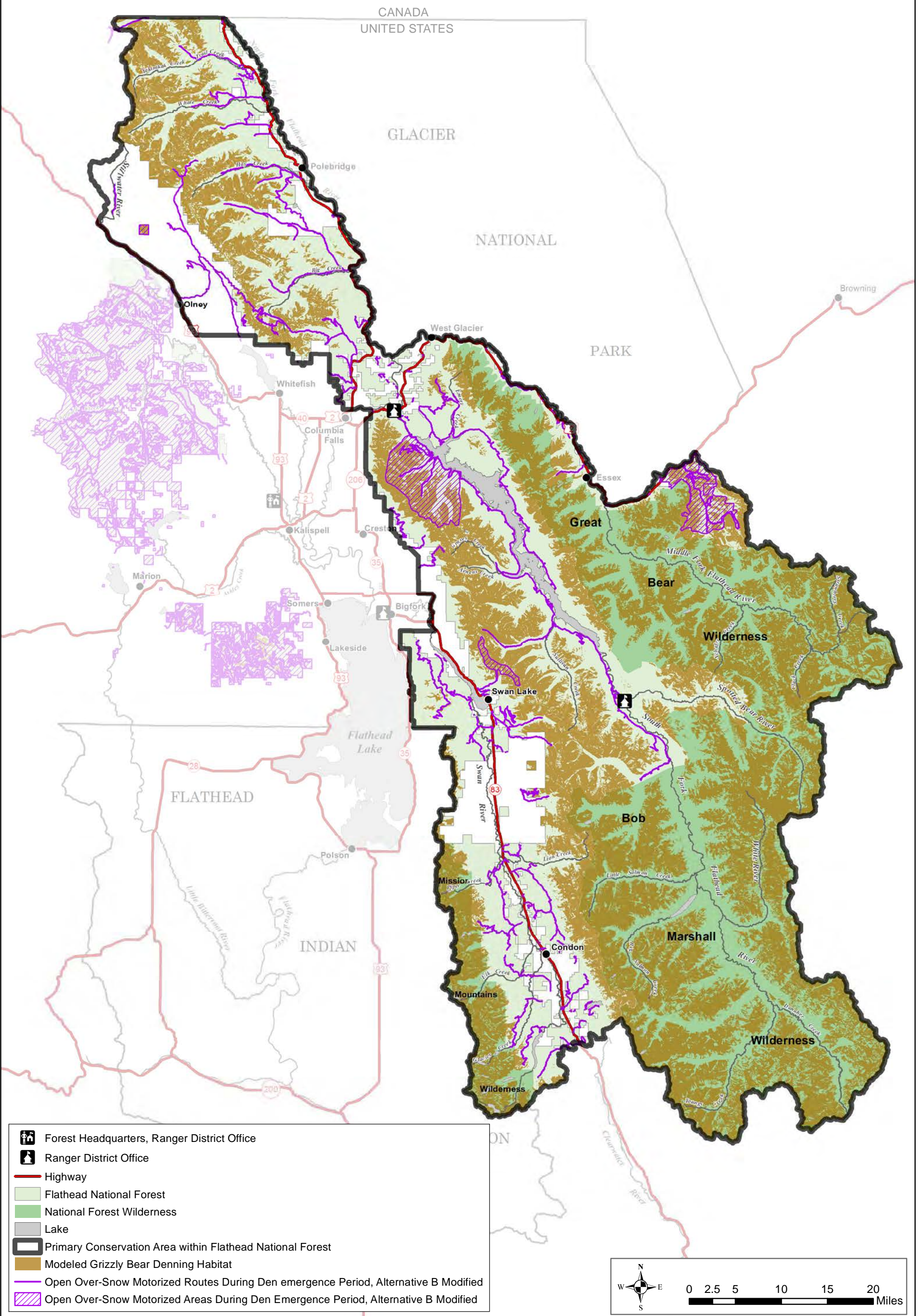


Figure 1-34. Modeled grizzly bear denning with motorized over-snow vehicle late season areas and routes alternative C

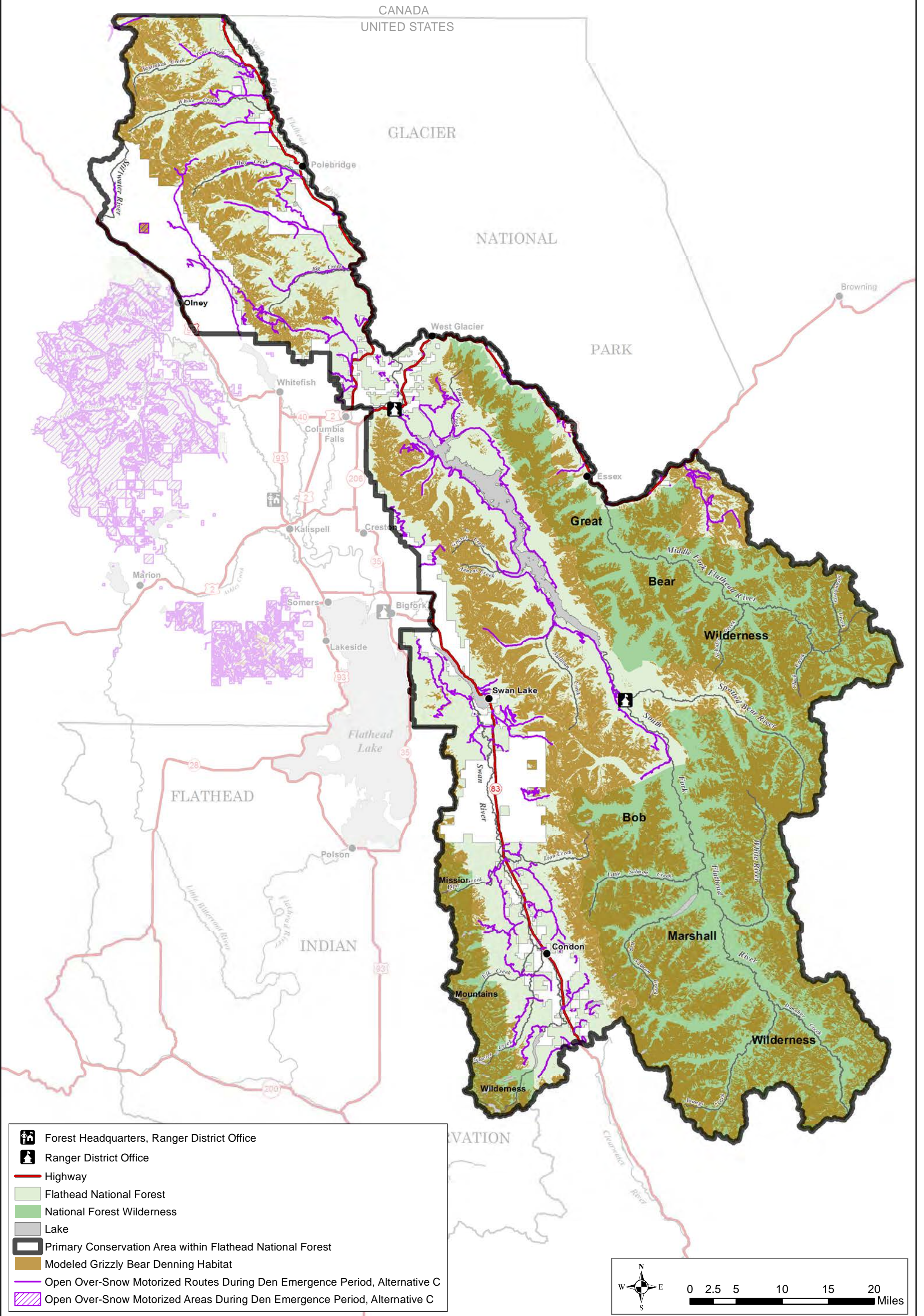
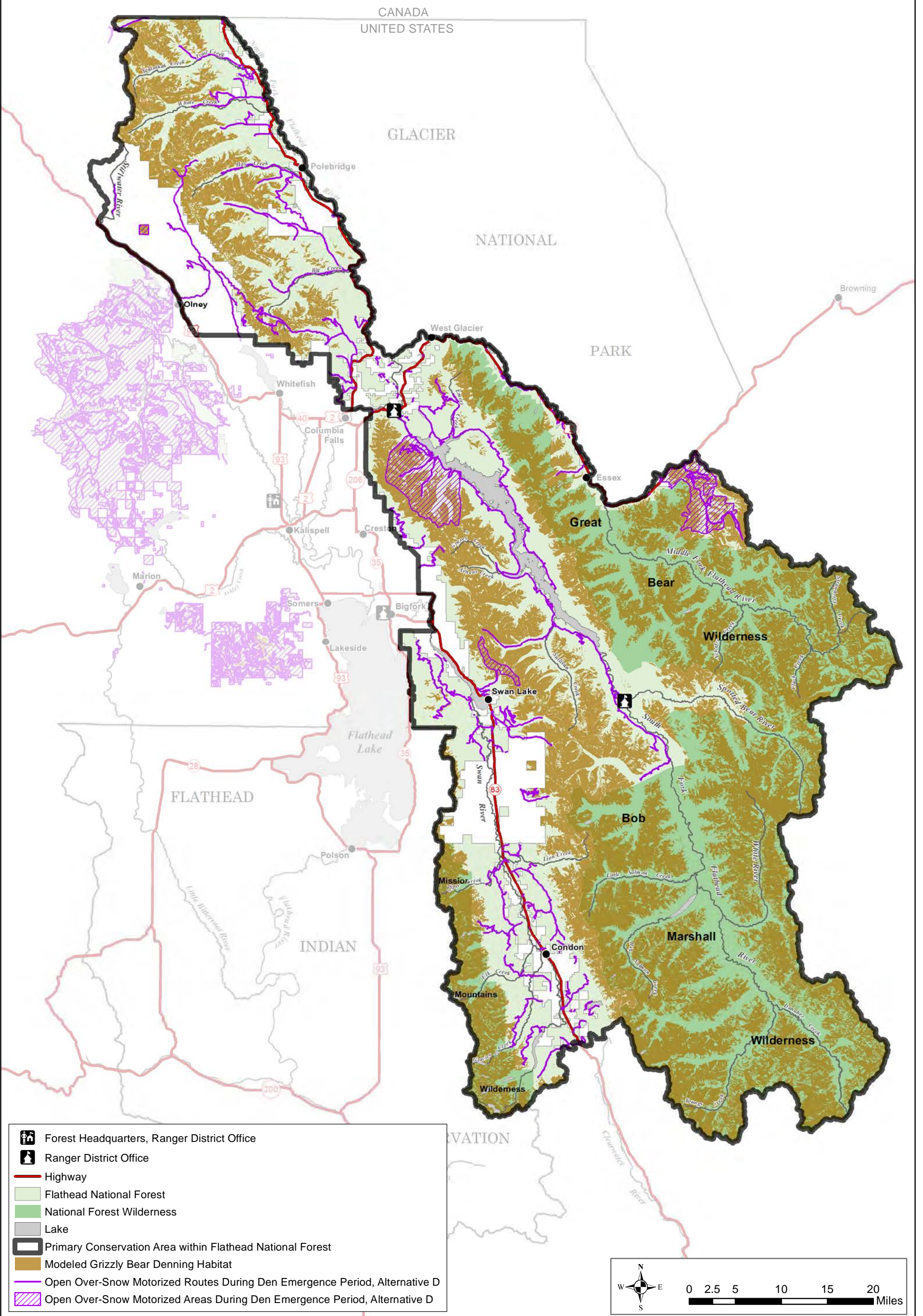
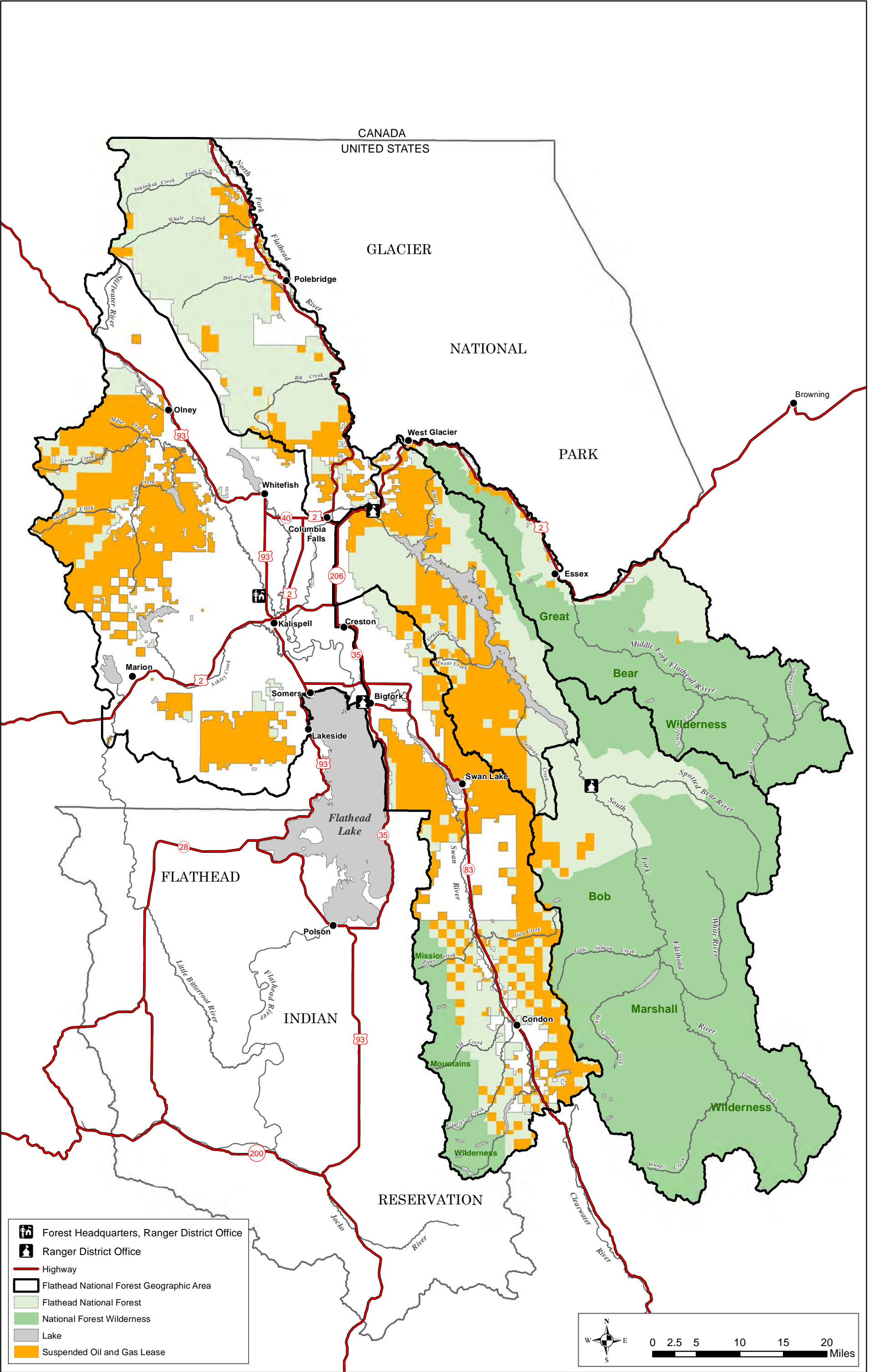
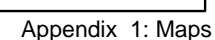


Figure 1-35. Modeled grizzly bear denning with motorized over-snow vehicle late season areas and routes alternative D







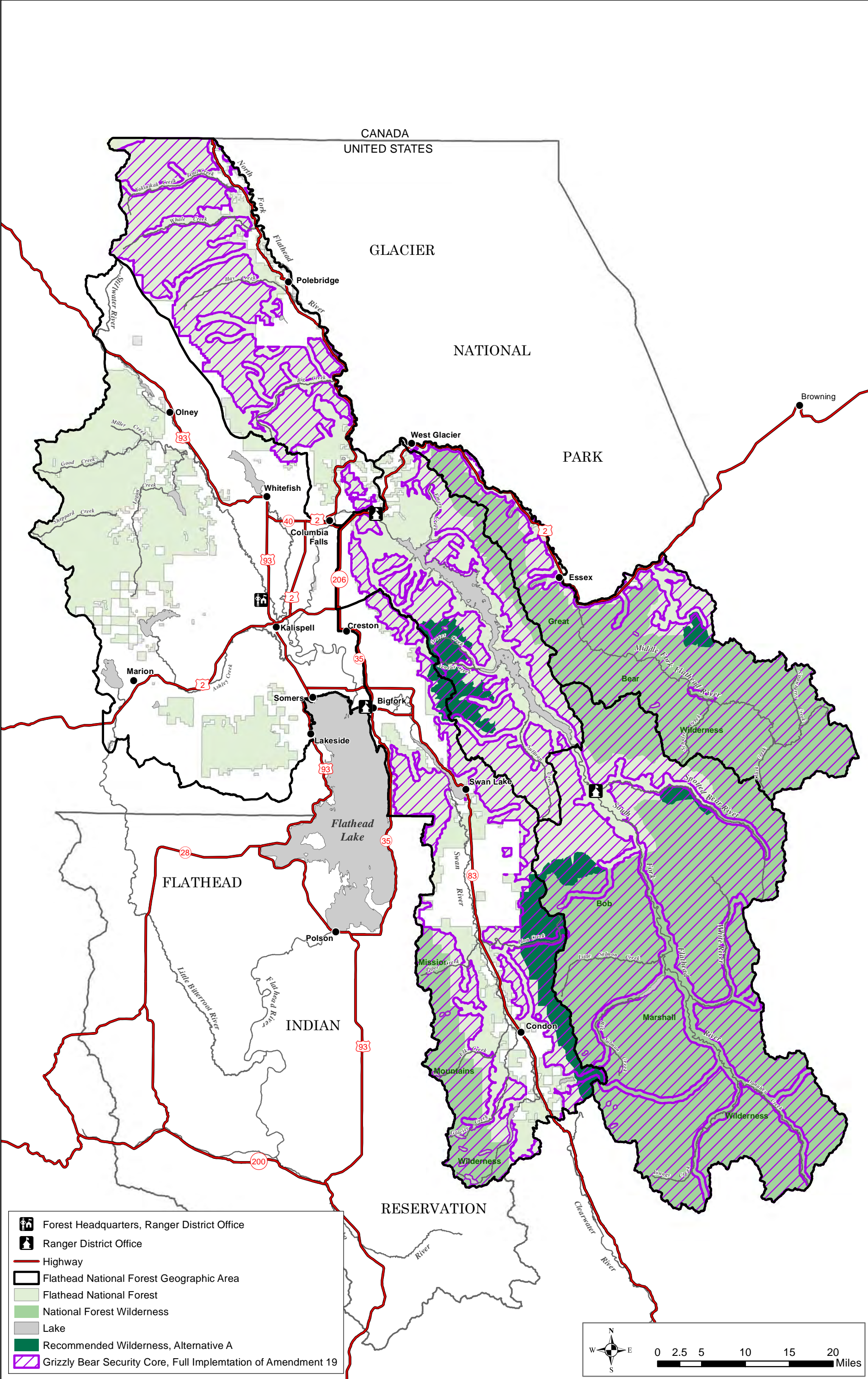


Figure 1-39. Grizzly bear secure core, designated wilderness, recommended wilderness by alternative B modified

