

E. Cultural Resources and Human Uses

1. Existing Condition

Heritage Resources

The principles which guide heritage resource management on the national forest lands in the landscape are set forth in the FP (1987). Objectives in the FP (1987) include that, 1) cultural resources will be inventoried, evaluated, and protected and 2) significant cultural resources will be interpreted when protection can be assured. The FP (1987) also sets out a specific management area (A2) for heritage resources (not shown in figure IA-1 due to the sensitivity of heritage sites). This management area includes a specific set of goals and standards for conducting management actions in close proximity to significant heritage sites. The FP (1987) also provides for monitoring of significant heritage properties.

Evaluation of the existing condition of heritage resources in the landscape is hampered by the varied quality of older site inventories. Many of the older inventories are in need of field visits and additional data gathering to make them useful for archaeological and historic research and comparisons with the modern inventory methods from this and other regions.

Additionally, systematic archaeological investigations are lacking over large areas of the landscape. Previous survey locations were determined by the need to comply with the National Historic Preservation Act (Section 106) which directs that impacts due to timber sales, road building, mining exploration and development, and other management actions be surveyed for significant heritage resources prior to project implementation. A total of 44 projects and a total of 1,498 acres have been surveyed for heritage resources in the landscape. The fact that compliance surveys are based on the needs of other national forest programs coupled with a lack of broadly based analytical surveys to address questions of archaeological site distribution across the BDNF introduces a potentially serious level of bias into the heritage resource database.

There are a total of 45 heritage sites that have been identified in the landscape (table IIE-1). There are no heritage sites listed in the National Register of Historic Places in the assessment area on Forest Service lands. Listed sites do occur on private lands, for example in the city of Deer Lodge. Although no sites have been formally listed on the National Register, there are sites which may be eligible for listing. Most of the known sites in the assessment area have not been formally evaluated for their significance.

Table IIE-1: Identified heritage sites.

	Type of Site	Number
Historic	Roads/trails/routes	8
	Log cabins	2
	Buildings	1
	Residence	1
	Mining sites	25
	Mining districts	2
Prehistoric	Site	6

Transportation System

An inventory of roads and trails by the BDNF (current as of April 2007) and part of the ongoing forest plan revision process is shown in table IIE-2 and figure IIE-1 provided in appendix 1. This table only lists road segments occurring on national forest lands and excludes private inholdings. Roads and trails are categorized as classified if they are part on the forest service network. Unclassified trails are unauthorized trails, often due to off-road vehicle travel. Summer motorized roads and trails are considered to be those trails open to motorized use at some time between May 1st and December 1st. Fall motorized roads and trails are considered to be those trails open to motorized use at some time between October 1st and December 1st. Winter motorized trails are those roads and trails open to snowmobile use but closed to wheeled motorized use at some time between December 1st and April 1st. Non-motorized trails are those trails that are closed to all motorized use. This can be during a specific season or yearlong.

Table IIE-2: BDNF travel system in the landscape (from Forest Plan revision data).

Route type	Total miles on BHDL in landscape	Summer motorized miles	Summer non-motorized miles	Fall motorized miles	Fall non-motorized miles
Classified road (USFS, State, BLM system)	124.0	124.0	0	64.8	59.2
Classified trail (USFS, State, BLM system)	19.6	11.5	8.1	0.6	19.0
Unclassified road (nonsystem, unauthorized)	11.1	10.9	0.2	0.8	10.3
Unclassified trail (nonsystem, unauthorized)	23.2	22.6	0.6	0.4	22.8

Public road access to the north end of the landscape is the double lane and all weather gravel Spring-Emery road #1504. This road is suitable for passenger cars and provides a loop road from the city of Deer Lodge and Interstate 90. The road is constructed with a gentle contour running north-south along the front of the Boulder Mountains and offering views of the Deer Lodge Valley. The Spring-Emery road is located near the lower forest boundary at the upper end of big game winter range and intersects west flowing drainages. The Spring-Emery road is a designated snowmobile route during the snowmobile season and is closed to other vehicles during that time period.

Access to national forest lands in the middle portion of the landscape is provided by the Peterson Creek road beginning at Deer Lodge. The Peterson Creek road becomes the Boulder River Road #82 on the forest and travels through the Boulder River watershed on the east side of the Continental Divide eventually connecting to the Bernice interchange on Interstate 15. The Boulder River road is suitable for passenger cars. The Boulder River road is a designated snowmobile route during snowmobile season and is closed to other vehicles.

The Dry Cottonwood road #8634, beginning on the East Side Road near Galen provides public access to the south end of the landscape. Improved spur roads lead from the Dry Cottonwood road into Sand Hollow, Sand Creek and Perkins Gulch. The Dry Cottonwood road junctions at

Four Corners on the Continental Divide where a driver can travel on to Browns Gulch via road #674 or connect with the Boulder River road via road #8638 to road #8444.

Combined road and trail density was calculated by the BDNF and is shown in figure IIE-1. The density analysis does not differentiate between motorized and non-motorized settings and gives a general idea of access.

Recreation

As part of the Clark Fork-Flints LA, the BHDL held public meetings in Anaconda, Deer Lodge, and Philipsburg in January 1998 to gather input on the public's desires and values specific to forest use. In addition, over 80 individuals also completed a survey designed to gather information about current uses as well as the public's desires and values. Based on this survey, the BDNF determined that recreationists perceive BDNF lands within the landscape to be a generally naturally appearing setting with some evidence of human disturbance and roads. Timber harvest units, mining infrastructure, access roads, fences, cattle watering areas and grazing, and homestead sites are part of the scenery that defines the character of this landscape. The roaded nature of the landscape gives the visitor the feeling of being linked to civilization while at the same time being isolated.

ROS Settings and Seasonal Closures

The USFS typically plans and manages for recreational experiences through the application of the Recreation Opportunity Spectrum (ROS). The ROS is a framework for inventorying, planning, and managing the recreational experience and setting. A recreation opportunity setting is the combination of physical, biological, social, and managerial conditions that give value to a place. ROS classifications within the landscape include: semi-primitive motorized, semi-primitive nonmotorized, roaded natural, and roaded modified. ROS setting designations are also shown in table IIE-3.

Both the semi-primitive motorized and nonmotorized classes are characterized by predominantly natural or natural appearing landscapes. The size of these areas gives a strong feeling of remoteness from the more heavily used and developed areas. Within these settings, there are ample opportunities to practice wildland skills and to achieve feelings of self-reliance. In the nonmotorized setting, the presence of roads is tolerated, provided they are closed to motorized use, they are used infrequently for resource protection and management, and the road standards and locations are visually appropriate for the physical setting. In many cases, old roads are acceptable as nonmotorized travelways so long as they do not reflect misuse or poor stewardship of the land. These roads could have motorized use in the semi-primitive motorized class.

The roaded natural class is characterized by predominantly natural appearing settings, with moderate sights and sounds of human activities and structures. The overall perception is one of naturalness. Evidence of human activity varies from area to area and includes improved roads, developed campgrounds, livestock grazing, timber harvesting operations, watershed restoration activities, and water diversion structures. Roads and motorized equipment and vehicles are common in this setting. Density of use is moderate except at specific developed sites, and regulations on user behaviors are generally less evident than in the urban or rural ROS classes. The roaded modified setting is a subclass of roaded natural which has been heavily modified.

Table IIE-3: Recreation opportunity spectrum setting designations.

	Semi-primitive Non-motorized	Semi-primitive motorized	Roaded natural	Roaded modified
Physical Setting	<ul style="list-style-type: none"> • High probability of experiencing solitude, closeness to nature, tranquility, self-reliance, challenge and risk. • Natural appearing environment. • Low interaction between users. • Some evidence of other users. • Minimum of subtle on site controls. • Access and travel is non-motorized on trails, some primitive roads or cross country. • Vegetative alterations include sanitation salvage to very small units in size and number, widely dispersed and not evident. 	<ul style="list-style-type: none"> • Moderate probability of experiencing solitude, closeness to nature, tranquility, high degree of self-reliance, challenge and risk in using motorized equipment. • Predominantly natural appearing environment. • Low concentration of users but often evidence of others on trails. • Minimum on-site controls and restrictions are present but subtle. • Vegetative alterations are very small in size and number, widely dispersed and visually subordinate. 	<ul style="list-style-type: none"> • Opportunity to affiliate with other users in developed sites but with some chance for privacy. Self-reliance on outdoor skill of only moderate importance. Little challenge and risk. • Mostly natural appearing environment as viewed from sensitive roads and trails. • Interaction between users at camp sites is of moderate importance. • Some obvious on-site controls of users. • Access and travel is conventional motorized including sedan, trailers, RVs and some motor homes. • Vegetative alterations done to maintain desired visual and recreational characteristics. 	<ul style="list-style-type: none"> • Opportunity to get away from others, but with easy access. Some self-reliance in building own camp site and use of motorized equipment. Feeling of independence and freedom. Little challenge and risk. • Substantially modified environment except for camp site. Roads, landings, slash and debris may be strongly dominant from within yet remain subordinate from distant sensitive roads and highways. • Moderate evidence of other users on roads. Little evidence of others or interaction at camp sites. • Little on-site controls of users except for gated roads. • Conventional motorized access including sedan, trailers, RVs, OHVs and motor bikes. • Shape and blend vegetative alterations. Maintain camp sites and immediate foreground to site in natural appearing state.
Access	<ul style="list-style-type: none"> • Access for people with disabilities may be difficult and challenging. • Rustic and rudimentary facilities primarily for site protection. No evidence of synthetic materials. Use undimensioned native materials. • Interpretation through self-discovery. Some use of maps, brochures, and guidebooks. No on-site facilities. 	<ul style="list-style-type: none"> • Access for people with disabilities may be difficult and challenging. • Rustic and rudimentary facilities primarily for site protection. No evidence of synthetic materials. Use undimensioned native materials. • Interpretation through very limited on-site facilities. Use of maps, brochures and guidebooks. 	<ul style="list-style-type: none"> • Access for people with disabilities is of only moderate challenge. • Rustic facilities providing some comfort for the user as well as site protection. Use native materials but with more refinement in design. Synthetic materials should not be evident. • Moderate site modification for facilities. • Interpretation through simple wayside exhibits. Use native-like materials with some refinement in design. Some casual interpretation by forest staff. 	<ul style="list-style-type: none"> • Access for people with disabilities may be difficult and challenging. • No on-site facilities except signing at major road junctions. Occasional sanitary facilities for user health protection. • Site modification by users only. • Interpretation by simple wayside signs made of native-like rustic materials.
Descriptions from USDA Forest Service (1994).				

Modification in this roaded modified setting is generally more like the rural ROS class except that the social setting is semi-primitive.

The seasonal ROS class delineation (existing condition) for the landscape is discussed in the following sections.

Summer

The summer recreation setting as expressed by the ROS class is shown in figure IIE-2 in appendix 1. The summer ROS designation is 53% roaded modified, 34% roaded natural, 1% Semi-Primitive Motorized, and 12% semi-primitive non-motorized. The semi-primitive non-motorized portion is an area in the vicinity of Cliff Mountain, Electric Peak, and Black Mountain which has a yearlong closure for road vehicles, motorized trail bikes, and ATVs.

Fall Hunting Season

From October 15 to December 1, all of the landscape is in an area closure with the exception of designated travel routes. The area closure provides non-motorized hunting recreation opportunities and provides for big game security areas. This results in a lower road and trail density for motorized vehicles, but does not alter the ROS classification. Areas of Cliff Mountain, Electric Peak, and Black Mountain that are summer motorized are closed to motorized vehicles during fall hunting season.

The hunting recreation opportunity spectrum defines road density and effective elk hiding cover for the landscape as outlined in appendix N of the FP (1987). Hunting recreation opportunity spectrum geographic areas are shown in figure IIE-4 in appendix 1. Objectives by geographic area within the landscape are as follows:

- a. #15 Electric Peak: roadless hunting recreation environment with a maximum open road density of 0 miles per square mile. Roadless hunting settings are generally absent of roads with access roads to the edge of the area. Motorized use of the area is less specific and may be nonexistent or very limited. The majority of the ROS classification is primitive and Semiprimitive nonmotorized (figure IIE-2). Minimum hiding cover is 40% and elk effective cover is 100%
- b. #16 Spring Emery: roaded moderately developed with a maximum open road density of 0.65 miles per square mile. Roaded moderately developed settings contain additional roads and moderate amounts of timber suitable for harvest. The ROS classification is mostly roaded natural (figure IIE-2). Minimum hiding cover is 35% and effective cover is 60%.
- c. #17 North Butte-Champion Pass: roaded heavily developed with a maximum open road density of 1-1.5 miles per square mile. Roaded heavily developed settings contain high density of roads and timber suitable for harvest. The ROS classification is roaded natural (figure IIE-2). Minimum hiding cover is 34% and effective cover is 50%.

Analysis of open road density, % hiding cover, and elk effective cover % is described in detail in section IID-1 under subsection 'Big Game'. That analysis shows that maximum open road

density objectives are exceeded in HROGA #16. Road density and cover in all other instances meets FP (1987) objectives and standards.

Winter and Spring

The winter ROS class is shown in figure IIE-3 in appendix 1. The winter ROS designation includes 33% roaded modified, 55% roaded natural, and 13% semi-primitive motorized. The Cliff Mountain, Electric Peak, and Black Mountain area, closed to motorized vehicles during the summer and fall, is open for snowmobiling after December 1st. These areas are classified as semi-primitive motorized on the existing condition ROS coverage (figure IIE-3) provided by the BDNF because snowmobiling is currently allowed there per the travel plan. There is no winter semi-primitive non-motorized. Some of the lower elevation areas, mostly big game winter range, have motorized vehicle restrictions restricting off-road use. Portions of mid-elevation winter game range and parturition range in Cottonwood, Peterson, and Orofino Creek drainages are closed to motorized vehicles from October 15 to June 15. Other higher elevation parturition range in Peterson Creek is closed April 1 to June 15.

Facilities and Activities

Recreation use in the landscape has not been formally monitored. However, the BDNF provided best judgment of recreation use levels in the draft Clark Fork – Flints LA and those recreation use levels are referenced in this section.

Developed Recreation Sites

The only developed site in the landscape is Orofino Campground and Picnic Area which is located along the Peterson Creek road (Boulder River Road #82), 13 miles southeast of Deer Lodge and Interstate 90 in Deer Lodge County. This site contains 10 camping units and a group picnic area. The camping area has a people at one time capacity (PAOT) of 50 and the group use area has a PAOT of 100. The group use area includes a pavilion that can be reserved. The Orofino Campground is on a marked and groomed snowmobile trail system and the pavilion is used in winter as a warming shelter for snowmobilers. The summer ROS setting is roaded modified; the winter setting is roaded natural. No fee for overnight camping is charged at this time but there is a pavilion rental fee. Normal winter season of use for the pavilion is December 15 through April 1.

Facilities in the campground include tables, fireplaces, one water well, and four wood toilet buildings (two double and two single toilets). With the exception of the pavilion and water well, the facilities were constructed in the 1960's and are over 40 years old. The campground can accommodate trailers up to 22 ft long. The campground and picnic area receives low use, but use is increasing slowly. Normal summer season of use is 5/15 to 9/30. The site remains open yearlong with limited services (no garbage or water).

The Orofino Campground and Picnic Area was the site of a salvage harvest of mountain pine beetle killed lodgepole pine completed in 2007. Approximately 25 acres of dead lodgepole pine were harvested to mitigate public safety hazards.

Trails

The highest concentration of trails is in the northern part of the landscape in the Cottonwood and Baggs Creek drainages, some of which provide access to the Electric Peak IRA. Many of the trails near the Electric Peak IRA are summer non-motorized but allow snowmobile use after December 1st (see trails in purple area on the summer ROS map, figure IIE-2). The Continental Divide National Scenic Trail (CDNST) meanders both on roads and trails north-south through the landscape on both sides of the Continental Divide. Summer trails and snowmobile trails are tabulated in table IIE-4.

Dispersed Recreation

Most recreation is road oriented in the landscape with driving for pleasure being the most popular summer use in the area with passenger cars, 4-wheel drives, and off-highway vehicles (OHVs). Use is moderate, but increasing slowly.

Table IIE-4: BDNF trails in the landscape.

Trail or Snowmobile Route No.	Trail Name	Length (Miles)	Type	Remarks
139	Baggs Creek	5.5	Trail	Oct 15 – Dec 1 motorized closure.
130	Saint Petes	2.7	Trail	Oct 15 – Dec 1 motorized closure.
142 (or 422)	Cut Off	0.6	Trail	Oct 15 – Dec 1 motorized closure (trail #142 on travel map, #442 in BDNF database).
145	Monks Ridge	1	Trail	Oct 15 – Dec 1 motorized closure.
140	Middle Fork Cottonwood	3.6	Trail	Closed to all wheeled motorized vehicles. Snowmobiles allowed after December 1 st .
141	Cliff Mountain	2.6	Trail	Closed to all wheeled motorized vehicles. Snowmobiles allowed after December 1 st .
46	Sugarloaf Mountain	2.9	Trail	Closed to road vehicles yearlong. Closed to trailbike/ATVs Oct 15 – Jun 15. Snowmobiles allowed after December 1 st .
47	Unknown	2.4	Trail	Closed to all wheeled motorized vehicles. Snowmobiles allowed after December 1 st . Not numbered on travel map; trail traversed Cliff Mountain.
315	Continental Divide Trail	2.7	Trail	Closed to road vehicles yearlong. Closed to trailbike/ATVs Oct 15 – Jun 15.
1	Boulder River Road #82	6	Snowmobile route	Designated snowmobile only during snowmobile season.
2	Leadville Loop	5	Snowmobile route	Designated snowmobile only during snowmobile season. Entire loop open to snowmobiles after December 1st. Portion on EDLV road #5158. Other 10 miles on county road and Jefferson Ranger District.
4	Spring Emery Road #1504	12	Snowmobile route	Designated snowmobile only during snowmobile season.
5	Middle Fork Cottonwood	12.5	Snowmobile route	Designated snowmobile only during snowmobile season. Entire loop open to snowmobiles after December 1st.

Hiking and horseback riding take place mostly in the north end of the landscape associated with trails in and near the Electric Peak IRA. Use is low, but increasing slowly. Members of the public including MWA have expressed that there should be a component of non-motorized recreational setting in the IRA in winter.

Very little fishing takes place in this landscape due to an absence of lakes and few streams that provide fish of a large size. Many old mines are present in the landscape. The three largest mines are the Emery, Champion, and Butte Pacific mines, all located on private land. Sapphires can also be found along Dry Cottonwood Creek although most of this drainage is covered by unpatented mining claims and is not available for general public panning. Very little dispersed camping occurs outside of the fall big game hunting season.

The landscape offers considerable big game hunting opportunity. Dispersed recreation is greater during the hunting season than during all other times of year. The north end is popular for 4-wheel drive, horse, and foot hunting access. The south end is more popular with 4-wheel drive and ATV access. Dispersed camping occurs mostly during the fall hunting season and use is light. There is one special access area for disabled hunters in the central portion of the landscape in the Peterson Creek area. One horse-based outfitter operates during the fall archery and rifle season mostly in the Baggs Creek drainage.

Snowmobiling is a popular activity and is extensive over most of the higher terrain in the landscape. Trails are maintained and groomed by the Deer Lodge Snowmobile Club. This system connects to the snowmobile trail systems maintained by the Helena Snowdrifters Club and the Mining City Trailriders Club on the Butte and Jefferson Ranger Districts. Use is moderate. A minor amount of cross-country skiing or snowshoeing takes place in the landscape.

Inventoried Roadless Areas

In 1977 and 1983 the Forest Service inventoried their undeveloped lands based on a set of definitions of what constituted development. The 1983 roadless inventories were used as a starting point to identify current roadless resources on the BDNF. The 1983 inventoried roadless areas were updated and new areas identified based upon criteria in the Forest Service Handbook (1909.12) Inventory and Evaluation of Roadless Areas and the BDNF Process for Roadless Re-evaluation (January 2004). A roadless area must have at least 5,000 acres or be contiguous to an existing wilderness area to be included in the roadless area inventory.

The Electric Peak Inventoried Roadless Area (IRA) straddles the Continental Divide in the northern portion of the landscape (figures IIE-1, IIE-2, IIE-3). Approximately 60 percent of the 49,732 acre IRA is on the Helena National Forest. The remaining 21,686 acres are on the BDNF of which approximately 7,724 acres are in the landscape. The Electric Peak IRA is a recommended wilderness under the Helena National Forest Plan. The Little Blackfoot Road, which accesses Kading Campground on the Helena National Forest, extends into the northern part of the IRA. This road and the campground are excluded from the inventoried acres.

Roads #1518, #705 and #5158 access the IRA from the landscape. Within the IRA four major trails, which are connected, provide access along major drainages and ridge tops. Road #1518 is closed October 15 to December 1 as described under ROS Settings and Seasonal Closures above.

During this seasonal closure, non-motorized access from the landscape is provided by trail #140 off of road #5174. Trail #147 starts at the end of road #5158, a spur road off of the Boulder River road, and proceeds into the adjacent Boulder River drainage through Leadville mining camp and up the south side of Electric Peak.

The IRA lies along the Continental Divide and includes Bison Mountain, Thunderbolt Mountain, Cliff Mountain, and Electric Peak, which are over 8,000 feet elevation. Within this IRA, but adjacent to the landscape, are prominent features including the Little Blackfoot River which crosses the northern portion of the area and Blackfoot Meadows which contains a group of beaver ponds at the head of the Little Blackfoot River. The meadows are popular for camping and fishing. South of Electric Peak, remnants of Leadville, a historic mining town, still remain. Cottonwood Lake, which lies to the southeast of Electric Peak on Thunderbolt Creek, is a major water hole for elk, deer, and moose that summer in the area.

Lodgepole pine is the dominant over-story species, with Engelmann spruce established on wet sites, Douglas fir on dry south-to-southwest aspects, and subalpine fir at the higher elevations. Open meadows are scattered throughout the area and Bison Mountain, Thunderbolt Mountain, and Electric Peak are above the timberline.

Elevation ranges from approximately 5,700 feet at the northeastern corner, to 8,597 feet at Thunderbolt Mountain. Annual precipitation varies from approximately 24-30 inches. Resident wildlife includes elk, moose, black bear, mule deer, grouse, and numerous nongame animals and birds. The Little Blackfoot River supports a cutthroat and brook trout fishery.

The IRA receives light recreational use, except during hunting season when use increases substantially. Overall use of the Electric Peak IRA is increasing as backcountry users from surrounding communities seek places for quiet and primitive recreation. Portions of the area show evidence of prospecting. The IRA contains an estimated 15 miles of two-wheel track roads. Kading Campground is situated in a narrow exclusion to the area, at the end of the Little Blackfoot Road.

2. Desired Future Conditions

FP (1987)

Existing developed recreation sites will be rehabilitated by the end of the first decade. A few of the little used campgrounds may be phased out. Some new sites may be developed to meet public need and protect resources and some existing campgrounds will be expanded. Some Level 2 sites may be developed in road oriented dispersed areas to provide off-road parking (pp II-10). By the end of the fifth decade all lightly-used campgrounds will have been removed and existing campgrounds expanded to maintain overall capacity (pp II-11).

The majority of the Electric Peak area will remain roadless (pp II-10). By the end of the first decade, travel restrictions and opportunities will have been implemented (pp II-10). There will be little change between the end of the first and fifth decades in the status of the Electric Peak area. About 30 percent of the roadless resource [Deerlodge NF-wide] will be developed (pp II-11).

Eighty miles of trails will be constructed or reconstructed by the end of the first decade. These will be almost exclusively in the areas managed for roadless recreation and wilderness except for some snow trails. Some of these new trails will be part on the Continental Divide National Scenic Trail (pp II-10). By the end of the fifth decade, 400 miles of trails will have been constructed or reconstructed and the Forest trail system will be essentially complete. Conversely, 18 miles of trails that were located in undeveloped areas will have been eliminated by roading (pp II-11).

Goals

- To provide adequate areas for quality motorized and nonmotorized recreation. (pp II-1)
- To provide a wide variety of suitable recreation experiences. (pp II-1)
- To provide for the geographic distribution of a variety of hunting recreation opportunities. (pp II-1)
- To increase public awareness and understanding of environmental relationships, biological relationships, political relationships, and Forest Service management activities. (pp II-1)

Objectives

- Recreation - The Forest will maintain the current overall capacity of camping, picnicking, and other “developed site” opportunities. Existing sites may be closed, eliminated, relocated, redesigned, reconstructed, expanded, or combined with other sites to meet future use needs and trends or if they provide little recreation opportunity, or they are not cost efficient. (pp II-2)
- Recreation - Both motorized and nonmotorized dispersed recreation opportunities will be emphasized. Areas classified in the Recreation Opportunity Spectrum (ROS) system as primitive will be managed for nonmotorized use. About 29 percent of the Forest will be managed for primitive or Semiprimitive recreation. Hunting Recreation Opportunity will be managed to meet the objectives in Appendix N by controlling the amount of hiding cover removed and the amount of road access. (pp II-2)
- Recreation - The private sector will be encouraged to provide additional recreation opportunities. (pp II-2)
- Recreation - New trails will be constructed and maintenance continued of those existing trails necessary to accommodate a wide variety of recreation use. The Continental Divide National Scenic Trail will be designed to offer a variety of challenges and experiences. Snow trails will be emphasized. (pp II-2)
- Recreation - Travel management of roads, trails, areas, and lakes will be determined through the travel management planning process and displayed on the Forest Travel Map which is incorporated into, and in conformance with the direction of this Plan. (pp II-2)
- Recreation - Multimedia programs will be developed for visitor education and information. (pp II-2)
- Cultural Resources - Cultural resources will be inventoried, evaluated, and protected. Significant cultural resources will be interpreted when protection can be assured. (pp II-3)

- Roadless Resource - Major portions of Electric Peak roadless areas will remain in their present undeveloped condition and will be managed for primitive and semiprimitive motorized and nonmotorized recreation. (pp II-3)
- Lands - As opportunities occur, landownership will be adjusted to support Forest goals and objectives (see Appendix J). Rights-of-way necessary to manage Forest resources, will be acquired. Special uses will generally be evaluated on a case-by-case basis. (pp II-4)
- Facilities - Transportation facilities will be constructed, managed, and maintained in a cost-effective way to meet the land and resource objectives of the Forest. (pp II-4)
- Facilities - The Forest's transportation system will be coordinated with public and private systems to the fullest extent possible. (pp II-4)
- Transmission Corridors – Future transmission lines will be located, designed, and constructed consistent with management area goals. (pp II-5)

Continental Divide National Scenic Trail Comprehensive Plan (USDA, 1985)

Goals

- Provide CDNST users the opportunity to view, experience and appreciate examples of prehistoric and historic human use, examples of ways public land resources are managed to protect the environment and as an asset to the existing character of the Continental Divide, and which will not detract from the overall experience of the trail (CDNST Comprehensive Plan goal, 11/6/85).
- As new trail segments of the CDNST are constructed to link existing non-motorized trail segments together, and to reroute the CDNST off of primitive roads or other routes where motorized travel is allowed, motorized use should not be allowed nor considered (Comprehensive Plan Direction Clarification, 1997). Those trail segments replaced by new non-motorized segments may be retained and managed as motorized trails that are not part of the CDNST.

Objectives

- Provide for a non-motorized CDNST by constructing new trail segments rather than closing existing segments to motorized use.
- Locate and sign the length of the CDNST trail to standards.

FSP

Goals

- Hunting recreation opportunity spectrum settings will comply with those objectives in the FP (1987).
- Winter travel management will protect wintering wildlife and habitat.
- Transition from motorized to nonmotorized recreation should occur at the trailhead whenever possible.
- Provide a mix of motorized and nonmotorized winter recreation including quiet, nonmotorized recreation.
- Obliterate unnecessary, temporary, and unauthorized roads.
- Restore single track trails that have been widened.
- Manage vegetation for visual quality, especially adjacent to travel routes, campsites, and on roads/trails in semi-primitive ROS settings.

- OHV users will be provided a trail system that reduces the potential for violations, resource damage, and user conflict while meeting the desires of OHV users to the extent possible.
- Non-motorized trails and area closures will be enforced with emphasis on enforcement in the Electric Peak IRA.
- Provide a well marked and maintained snowmobile trail system. Continue the challenge cost share agreement with the Montana Department of Fish, Wildlife and Parks and the Deerlodge Snowmobile Club to provide trail grooming, parking and maintenance.
- The summer/fall trails in this landscape will be managed as Trail Class 2 (simple/minor development) trails. The CDNST and the snowmobile trails will be managed as Trail Class 3 (developed/improved) trails.
- Existing opportunities for dispersed camping will remain with individual campsites maintained to be sustainable and weed free.
- Continue present level of outfitter/guide permitting for big game hunting.

Objectives

- Outslope and revegetate unnecessary, temporary, and unauthorized roads. Trails that have been widened should be narrowed and restored to single track. Bare exposed soil should be kept to a minimum by keeping trail tread width between 12 and 20 inches.
- Obliterate or close roads to comply with hunting recreation opportunity setting objectives in the FP (1987).
- Revise winter travel plan to be consistent with management of elk winter range and C1 management areas.
- Restrict wheeled motorized vehicles, except snowmobiles, to designated routes. Eliminate motorized trespass of non-motorized trails.
- Provide a component of winter semi-primitive non-motorized recreation opportunity setting within the A4 management area of the Electric Peak IRA.