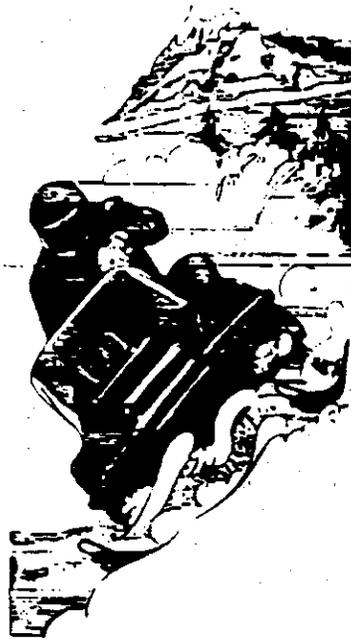


**ENVIRONMENTAL ASSESSMENT  
&  
ENVIRONMENTAL IMPACT  
STATEMENT**

**TEN LAKES  
SNOWMOBILE TRAIL  
SYSTEM**



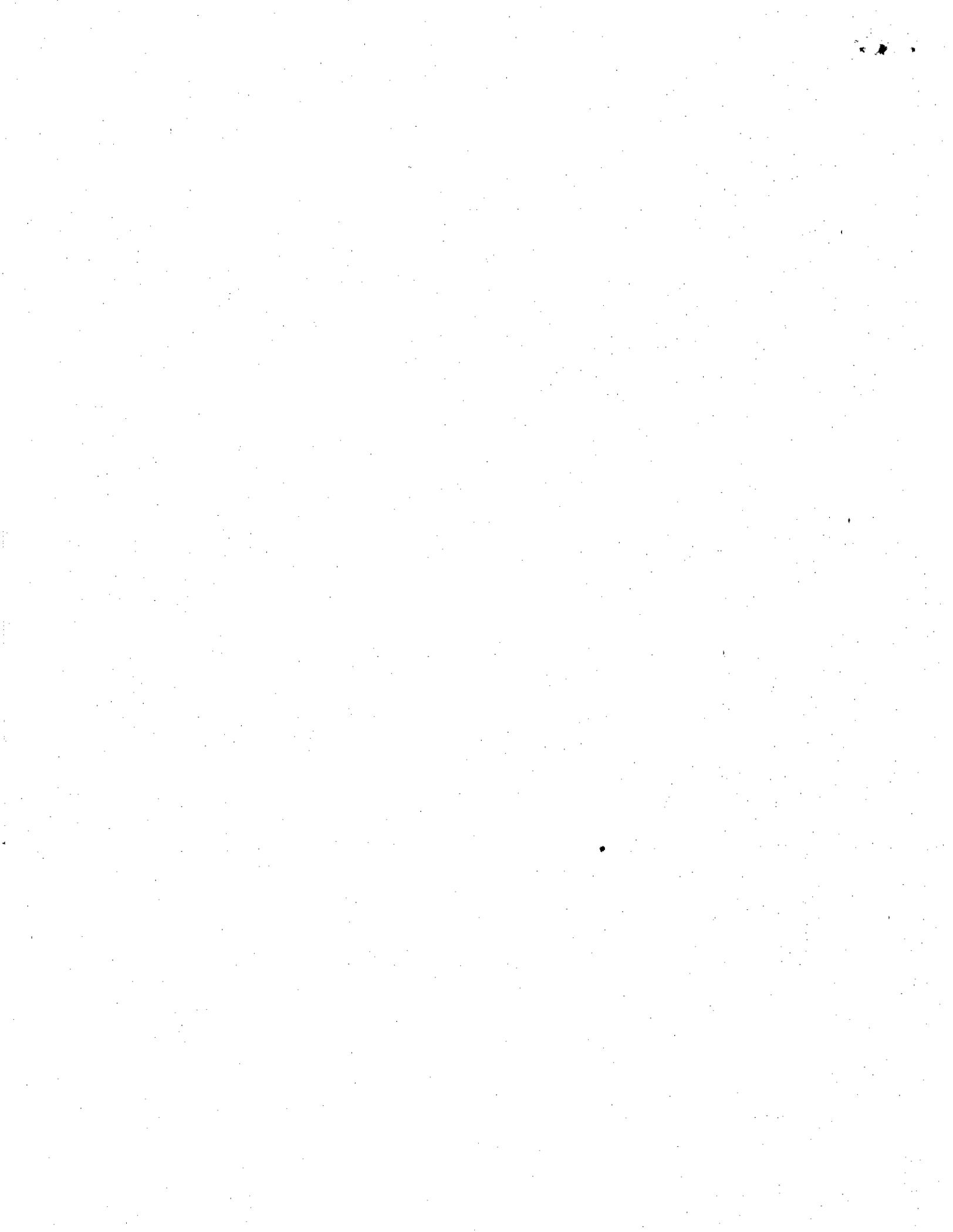
**September 1995**



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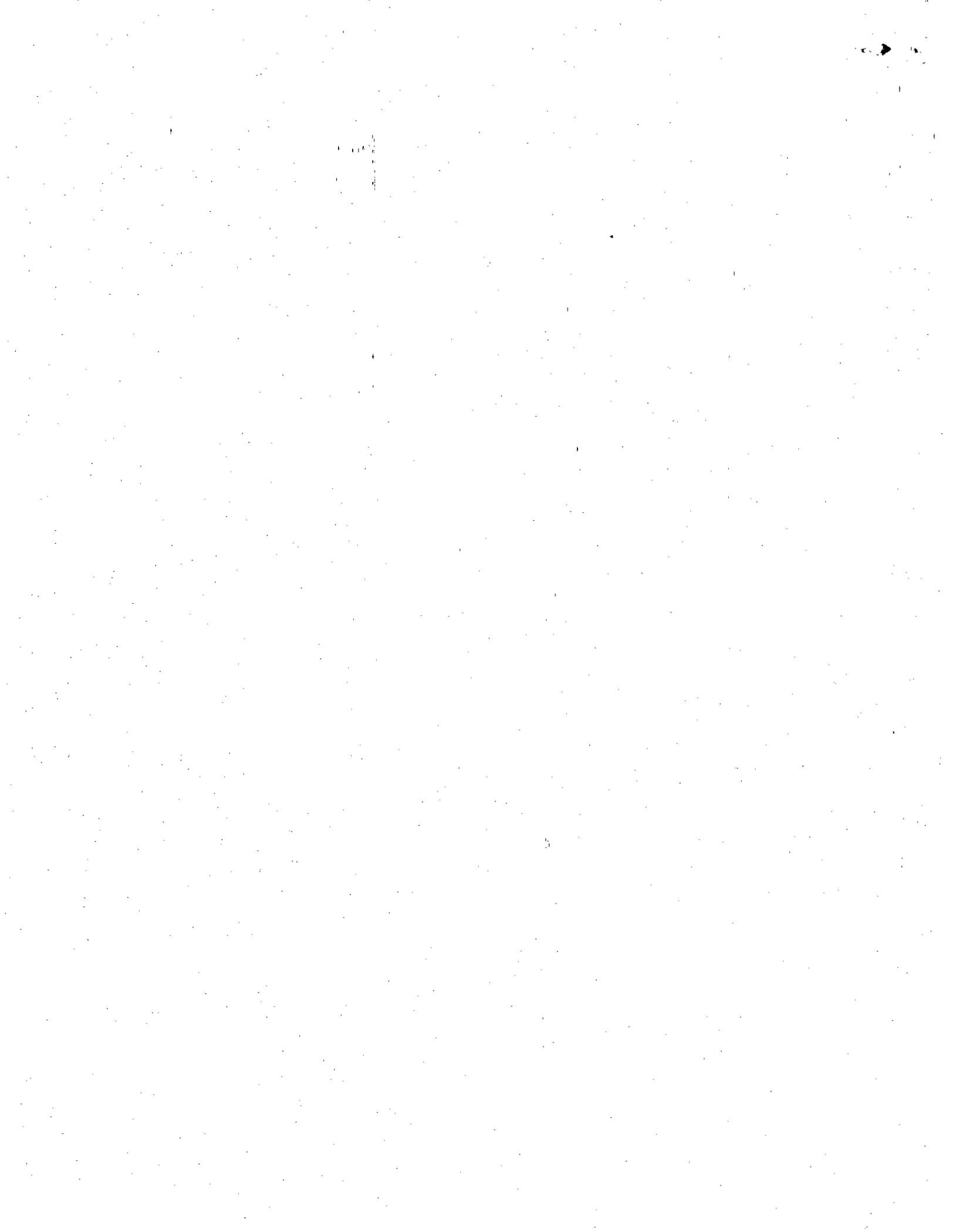
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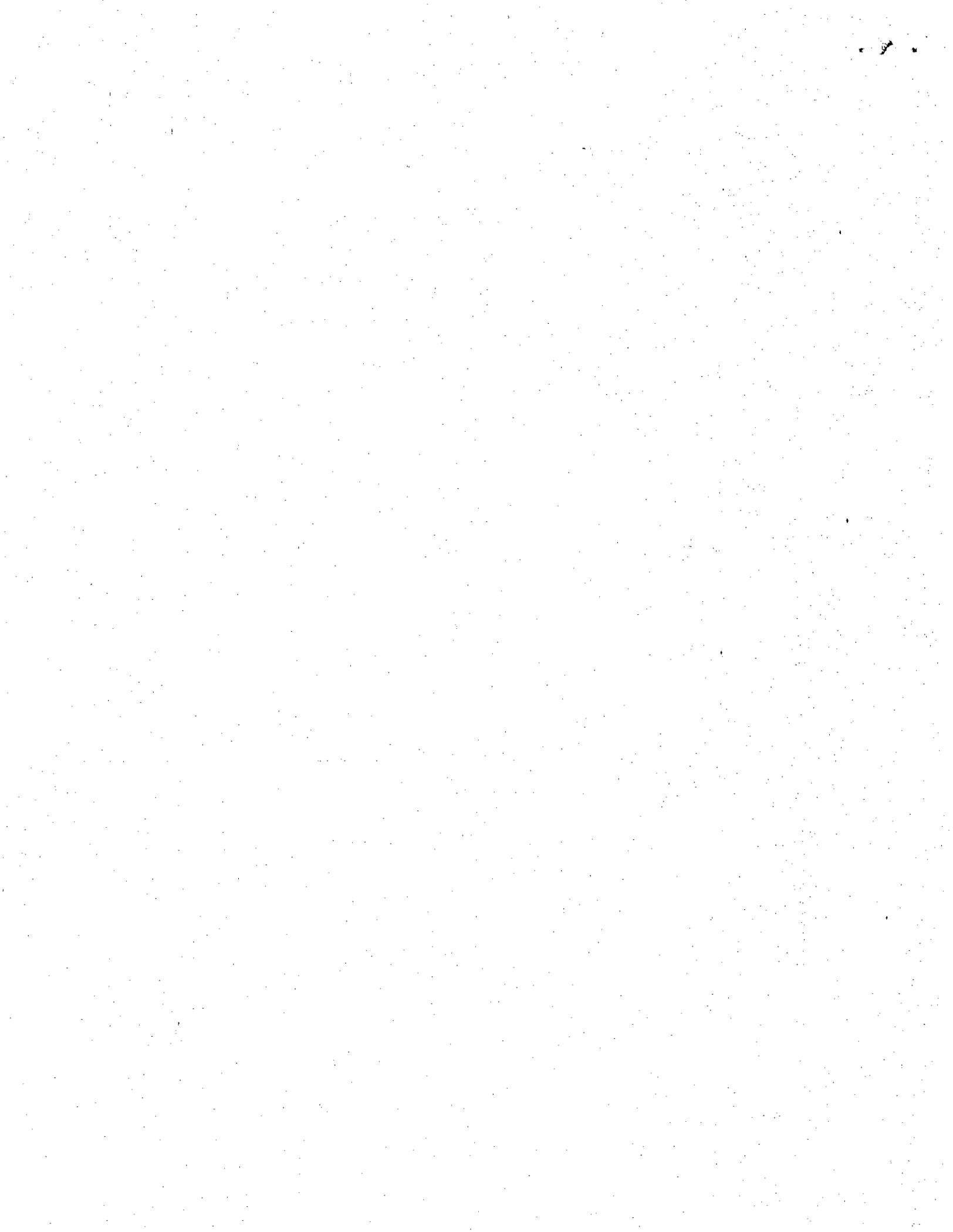
**Air Quality, Wildlife, Vegetation**

**Safety Plan**

**Sign Plan**

**Wilderness, Events**

**Trail Grooming**

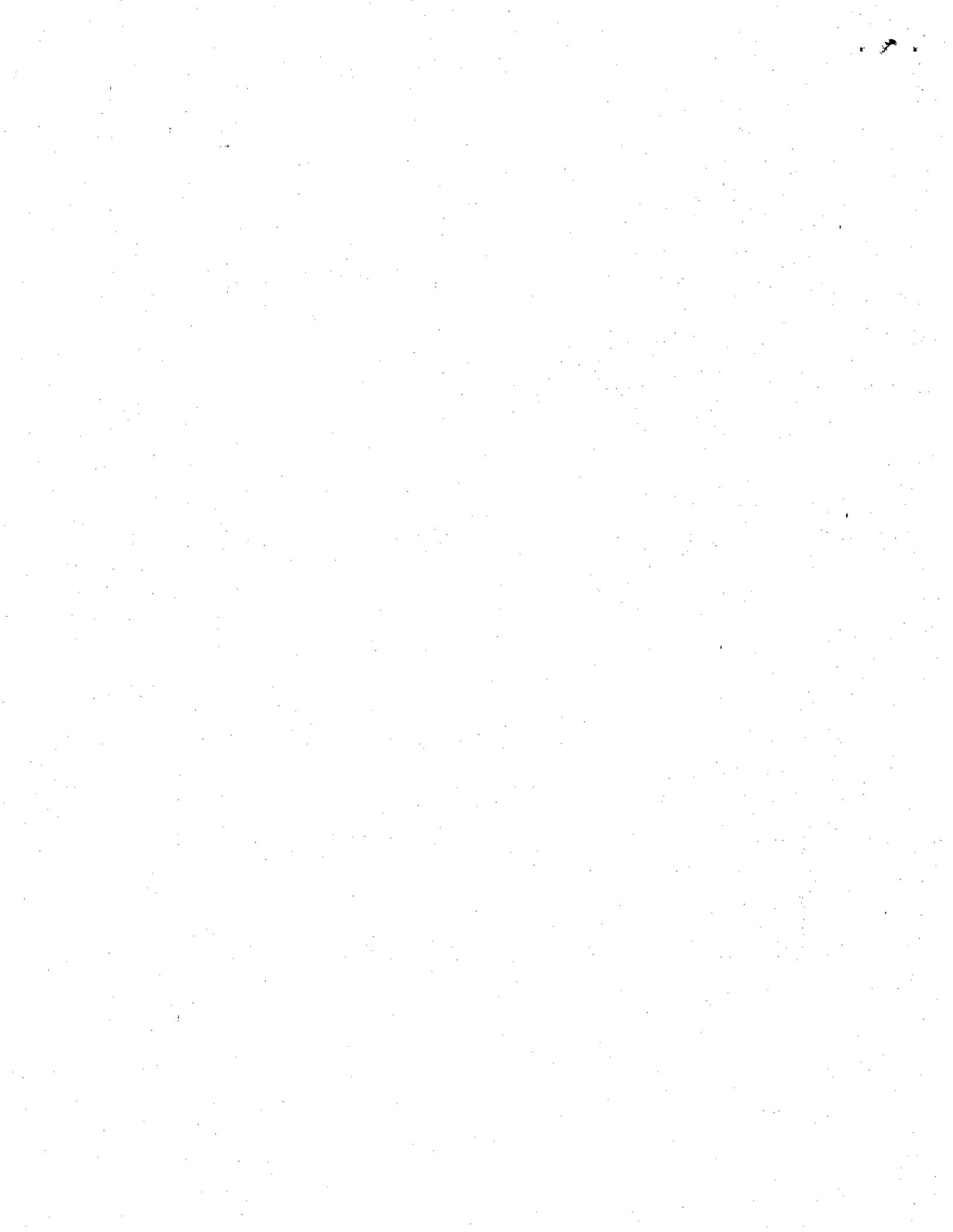


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# DRAFT

## MEPA/NEPA/HB495 CHECKLIST

### PART I. PROPOSED ACTION DESCRIPTION

1. Type of Proposed State Action To provide funding for the grooming of a specific snowmobile trail in Northwestern Montana.

2. Agency Authority for the Proposed Action Montana Fish, Wildlife & Parks (FWP), 490 North Meridian Road, Kalispell, MT 59901 (406) 752-5501

3. Name of Project Ten Lakes Snowmobile Trail

4. Name, Address and Phone Number of Project Sponsor (if other than the agency) Ten Lakes Snowmobile Club, P. O. Box 404, Eureka, MT 59917 (406) 889-3384

5. If Applicable:

Estimated Construction/Commencement Date Trail grooming to commence no sooner than December 1, and to end on March 15 as noted in the Development and Operating Agreement with the U. S. Forest Service

Estimated Completion Date N/A

Current Status of Project Design (% complete) N/A

6. Location Affected by Proposed Action (county, range and township)

Lincoln County, T36&37N, R24&25W

7. Project Size: Estimate the number of acres that would be directly affected that are currently:

(a) Developed:	(d) Floodplain . . . . .
residential . . . . .	__ acres
industrial . . . . .	
__ acres	(e) Productive:
(b) Open Space/Woodlands/	irrigated cropland . . . . .
Recreation . . . . .	dry cropland . . . . .
__ acres	forestry . . . . .
	rangeland . . . . .
(c) Wetlands/Riparian	other . . . . .
Areas . . . . .	__ acres
__ acres	

\*Groomed trail is located on 41 miles of existing road.

8. Map/site plan: attach an original 8 1/2" x 11" or larger section of the most recent USGS 7.5' series topographic map showing the location and boundaries of the area that would be affected by the proposed action. A different map scale may be substituted if more appropriate or if required by agency rule. If available, a site plan should also be attached.

See maps in Section 9.

**9. Narrative Summary of the Proposed Action or Project including the Benefits and Purpose of the Proposed Action.**

Since snowmobiling was introduced to the American public in the 60s, it has become an increasing individual, group and family winter recreational activity. With increasing use, trails in the area became less desirable due to bumps and mogels, and less safe for all users. Use was scattered throughout Graves, Wigwam, and Williams creeks and other drainages. With no grooming the trails became unsafe and unsatisfactory for winter recreation use. There was increasing conflicts between motorized and nonmotorized users. It soon became apparent that organizing groups and clubs to assist in trail development, maintenance, and safety for trail users was necessary.

Snowmobilers in the Eureka/Fortine area of Northwest Montana met on January 26, 1989 and established the Ten Lakes Snowmobile Club. Goals and objectives were established to 1) promote family participation in snowmobiling, 2) promote snowmobile safety, 3) be allow use of State grooming funds, and 4) develop safer trails for club and public trail users (see Appendix L). Club members began grooming trails in the area with a makeshift snowmobile trail groomer to make the trails safer for use.

With the Establishment of the Snowmobile Club, and by working with the FWP and the Fortine Ranger District, USFS, a snowmobile trail was established on existing roads. Trailhead facilities for the snowmobilers were developed at Birch Creek, which included parking, toilet and bulletin board, on the Graves Creek Road. Groomed trails included Graves, Williams, Wigwam to Therreaults Lakes, a short spur up Otter Creek, a short spur to Wheasel Lake and up Stahl and Clarence creek roads. In all, the groomed trails equaled 48 miles. In 1991, Williams Creek Trail was dropped from grooming, making the total presently at 41 miles as it was not feasible to haul the groomer over four miles of plowed roads to groom seven miles of trail. In 1990, FWP provided a snowmobile trail groomer for the Club to use.

All trails are located on National Forest Land under a Development and Operating Agreement issued by the Kootenai National Forest (see Appendix L). FWP furnishes the trail groomer and has contributed approximately \$1,450 - \$2,100 annually for the past several years. The road to the Birch Creek Trailhead is plowed by the county.

In addition to providing a winter recreation experience for Lincoln and Flathead residents, and a few Canadian visitors, the Club is involved in helping with the first or last leg of the Trans Montana Ride. This is a fund raiser for charities, which have included M.S. and Special Olympics. Each year the ride begins or ends at the Canadian border on the Ten Lakes Snowmobile Trail.

Establishment of the snowmobile trail system also provided some easing of conflicts with nonmotorized winter trail users. Williams Creek trail was no longer groomed, however, snowmobilers occasionally use it. Cross country ski trails in the area include Glen-Griffith Creek, groomed intermittently by a local volunteer; Birch Creek Trailhead, signed but not groomed; Laughing Water east of Murphy Lake, signed and groomed by volunteers, and ungroomed Deep Creek. Cross-country skiers use the existing groomed snowmobile trail to reach areas they wish to visit. There are some conflicts, however, they are mainly of a social nature.

A public meeting was held in Fortine on the evening of July 20, 1995. Eighteen people attended the meeting with the objective of discussing the continuation of the groomed trail. (See attendance list, Appendix A)

Concerns discussed included: 1) Stahl and Clarence creek trails as they promote snowmobile use in the wilderness study area and the Ten Lakes Scenic Area, 2) level of snowmobile use off groomed trails and conflicts with cross-country skiers, 3) impact to grizzlies and effect of noise on wildlife, and 4) Snowmobile Club has quit grooming some trails and do not travel other roads making them more available for cross-country skiers.

Prior to the July 20 public meeting, letters were sent to numerous interested parties and a news release was sent to the many newspapers in Lincoln and Flathead Counties (see Appendix B). In addition five letters were received from interested parties (see Appendix C).

On August 10, 1995 a second public meeting was held in Eureka to review and discuss verbal and written comments so that objective alternatives could be discussed. Thirty-six persons attended the meeting (see Appendix D).

Five alternatives were developed: (see following maps)

#### Alternative #1 - No Action

Financing from FWP would cease. Trail grooming would no longer take place. Roads in the area would continue to be used by snowmobilers. Safety to all users may suffer. Major accidents could occur. Plowing the road to Birch Creek trailhead may cease, creating unsatisfactory traffic conditions along plowed area of Graves Creek Road. Snowmobile use in the Wilderness Study Areas would continue.

#### Alternative #2 - Elimination of Stahl and Clarence Creek Roads from the groomed trail system

This may eliminate easy snowmobile access into the Ten Lakes Wilderness Study Area. Conflicts with cross-country skiers may be reduced. With these two trails eliminated, cross-country skiers would still ski over three miles of groomed snowmobile trail to reach the nongroomed trails. Therriault Creek ski trails permit skier access without snowmobile interference into the Wilderness Study Areas. The Kootenai National Forest Plan presently permits snowmobile use in the Wilderness Study Areas.

#### Alternative #3 - Eliminate Stahl Creek Road grooming

Very similar to Alternative #2. Same comments apply.

#### Alternative #4 - Retain existing groomed trail system

This alternative provides easy access into the Wilderness Study Area and Ten Lakes Scenic Area. Snowmobile use in these two areas is permitted as indicated in the Kootenai National Forest Management Plan (see Appendix K). There is also concern that snowmobiles are in conflict with wildlife; however, FWP and Forest Service wildlife biologists have indicated no

major problems (see Appendixes H and I). Tuchuck and Seaton-Thomas proposed Wilderness Areas are located in the Flathead National Forest along the county boundary to the east. Frozen Lake Road, Lewis Creek-Timothy Meadow Road, and Whale Creek Roads are open to both winter and summer motorized use. These two proposed wilderness areas are open to motorized use from December 1 through March 30. If these areas became designated Wilderness, motorized use will be eliminated. Cross-country skiing is available as shown on the attached maps.

Alternative #5 - Add Wolverine Creek Road to Alternative #4

This would add an additional two miles to the existing system and may promote additional motorized use in Ten Lake Scenic Area. The road also passes through moose winter ranges.

Preferred Alternative

Alternative #4 is the preferred alternative. It should be noted that in all alternatives except #1, cross-country skiers gain easy access into the area and use of the parking area, as the result of the established snowmobile trail. Currently, they utilize the groomed snowmobile trail as none of their trails are groomed on a planned and continuous schedule because of a lack of funds. The Kootenai National Forest does not groom ski or snowmobile trails.

**10. Listing of any other Local, State or Federal agency that has overlapping or additional jurisdiction.**

(a) Permits:

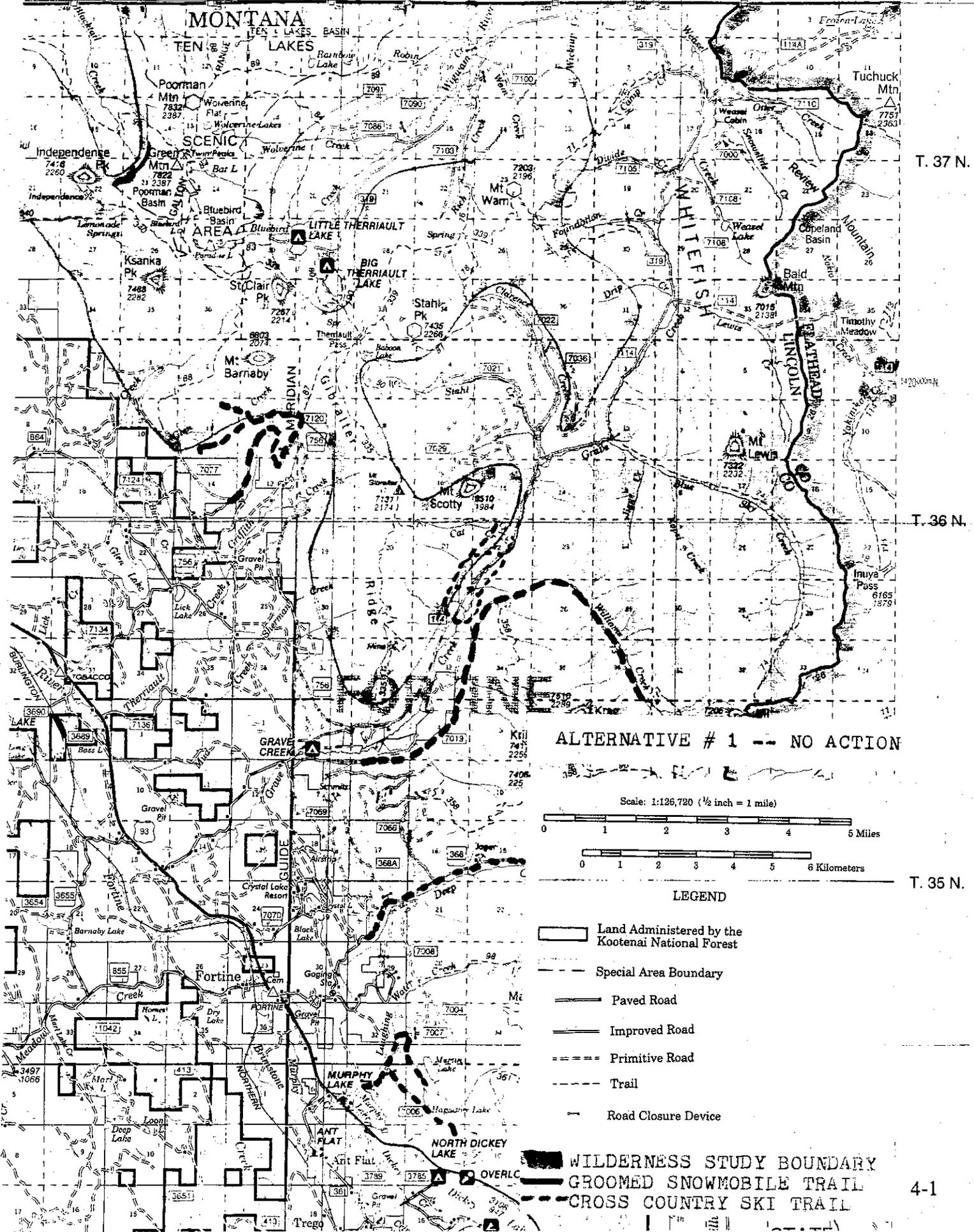
<u>Agency Name</u>	<u>Permit</u>	<u>Date Filed/#</u>
Kootenai National Forest 506 Hwy #2 Libby, MT 59923	Development & Operating Plan	March 23, 1989

(b) Funding:

<u>Agency Name</u>	<u>Funding Amount</u>
Montana Fish, Wildlife & Parks Region One 490 North Meridian Road Kalispell, MT 59901	\$1,450 ±

(c) Other Overlapping or Additional Jurisdictional Responsibilities:

<u>Agency Name</u>	<u>Type of Responsibility</u>
U.S. Forest Service FWP	Land Management Agency Grant Management



ALTERNATIVE # 1 -- NO ACTION

Scale: 1:126,720 (1/2 inch = 1 mile)



LEGEND

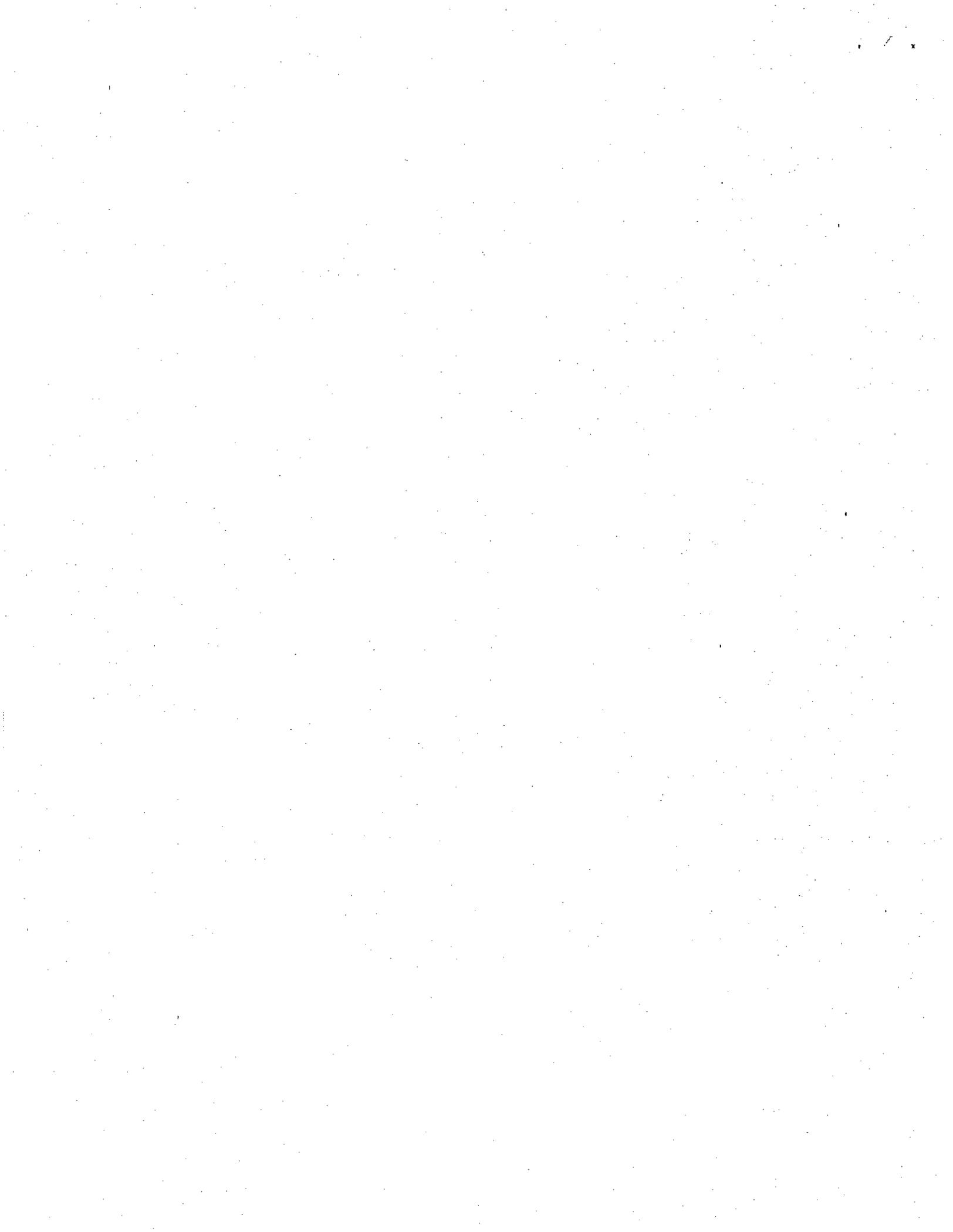
- Land Administered by the Kootenai National Forest
- Special Area Boundary
- Paved Road
- Improved Road
- Primitive Road
- Trail
- Road Closure Device

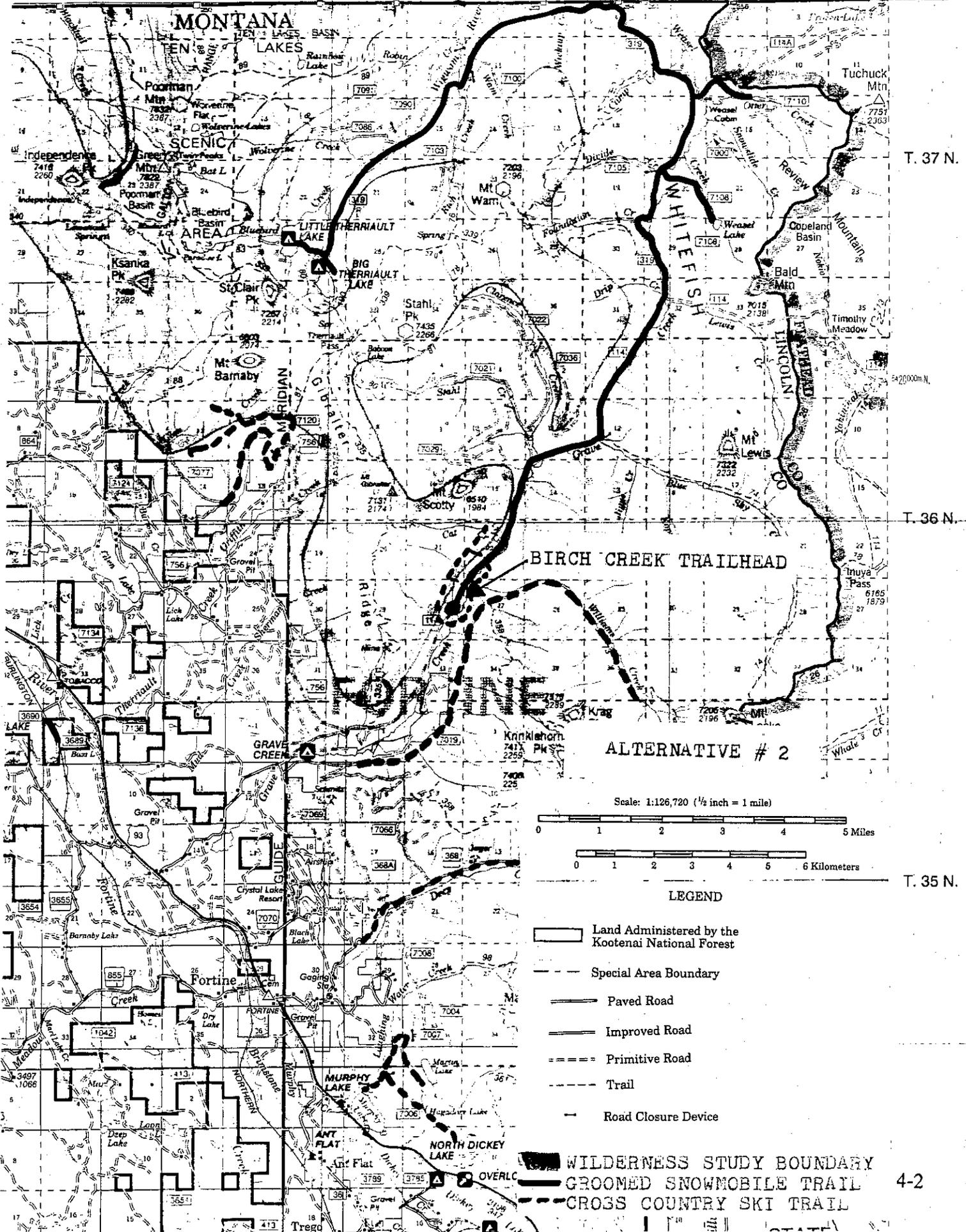
- WILDERNESS STUDY BOUNDARY
- GROOMED SNOWMOBILE TRAIL
- CROSS COUNTRY SKI TRAIL

T. 37 N.

T. 36 N.

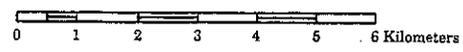
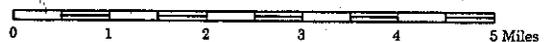
T. 35 N.





ALTERNATIVE # 2

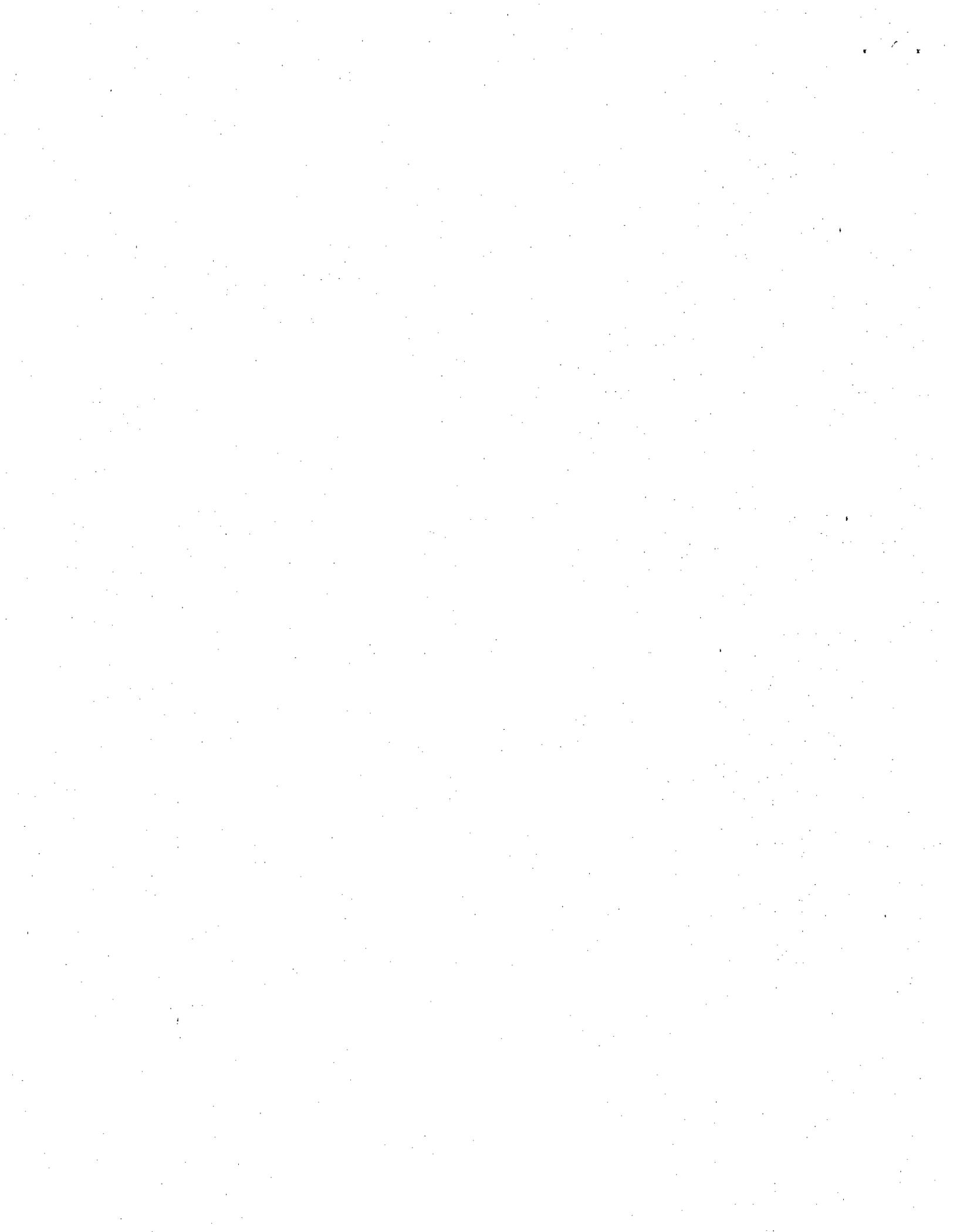
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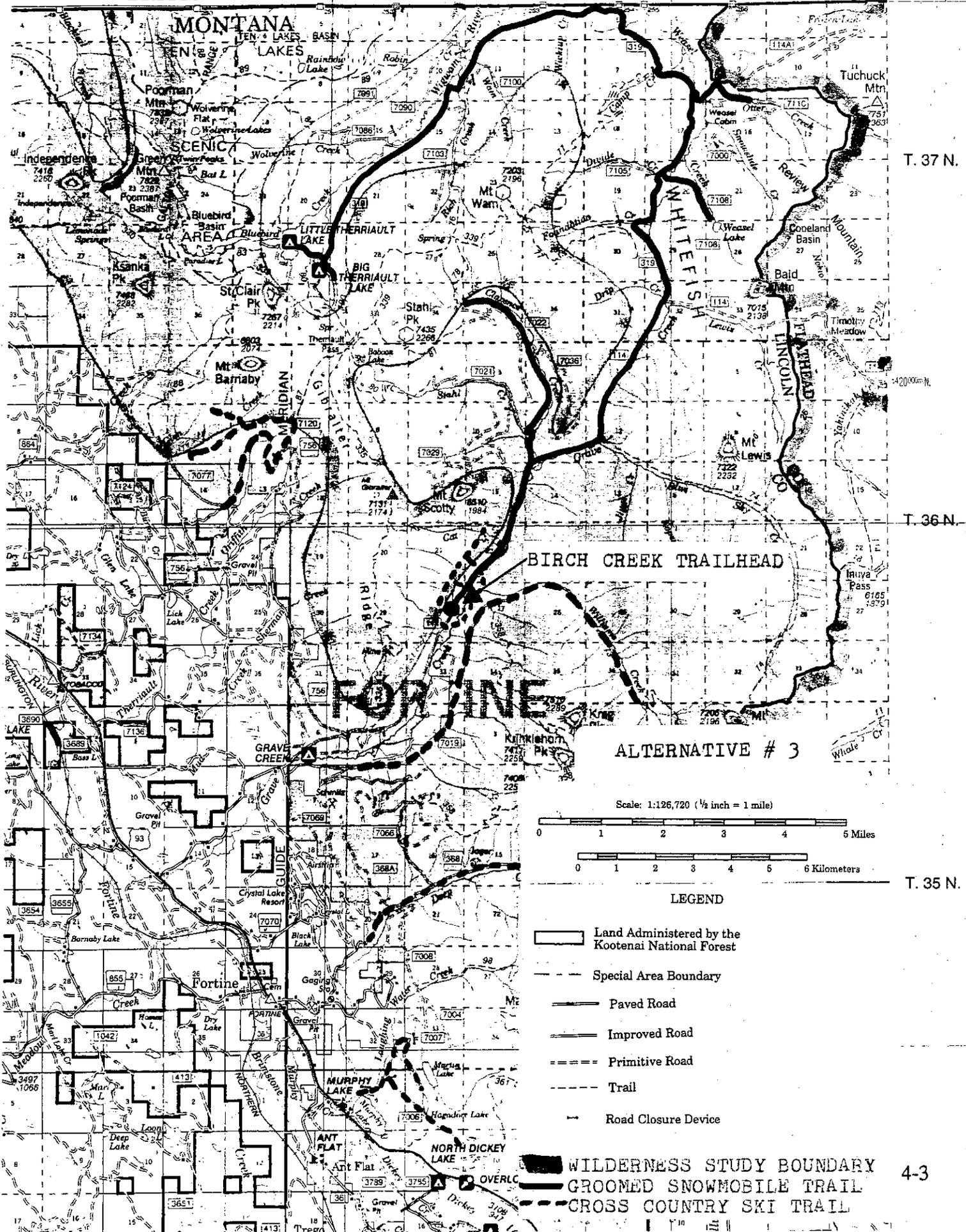


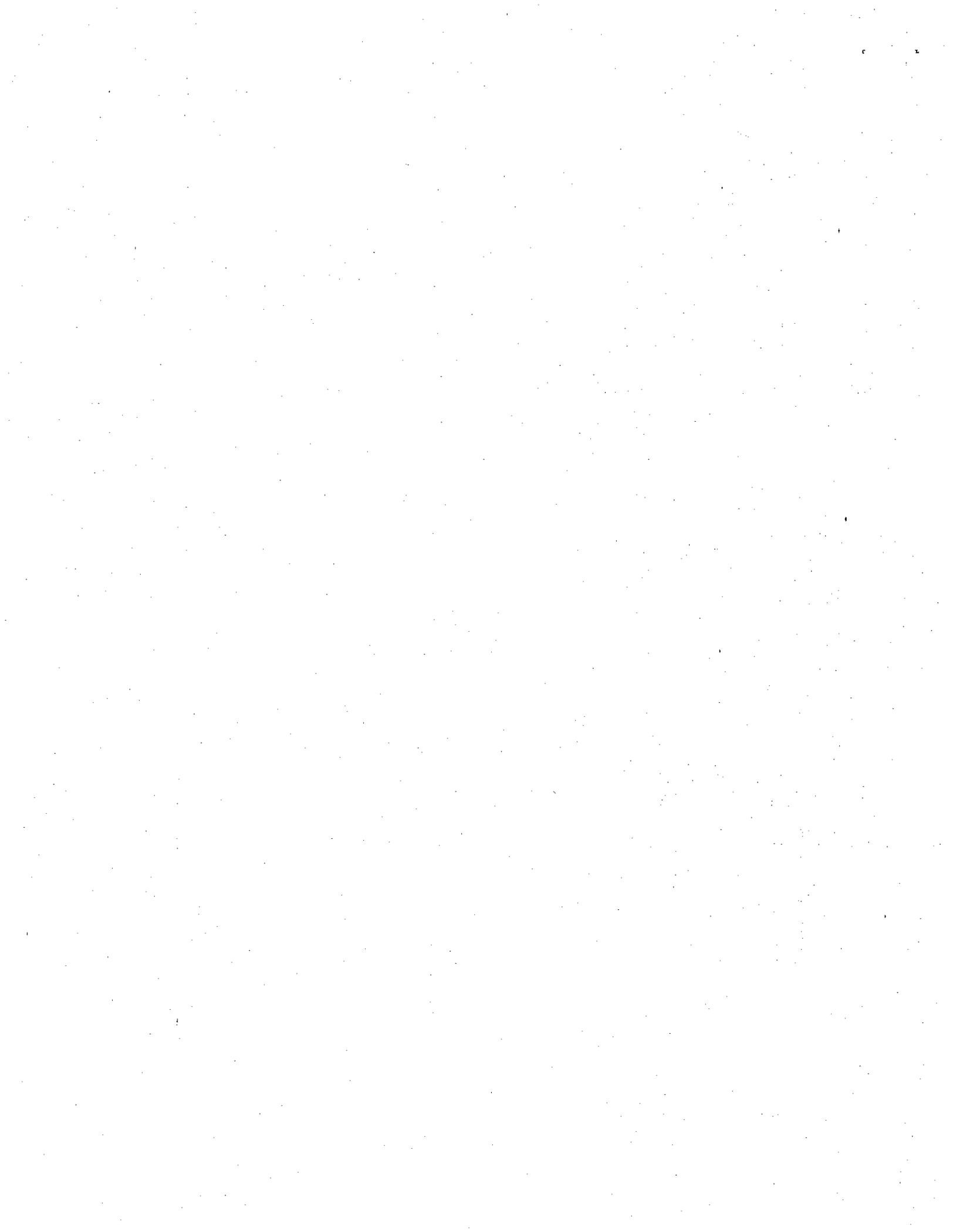
LEGEND

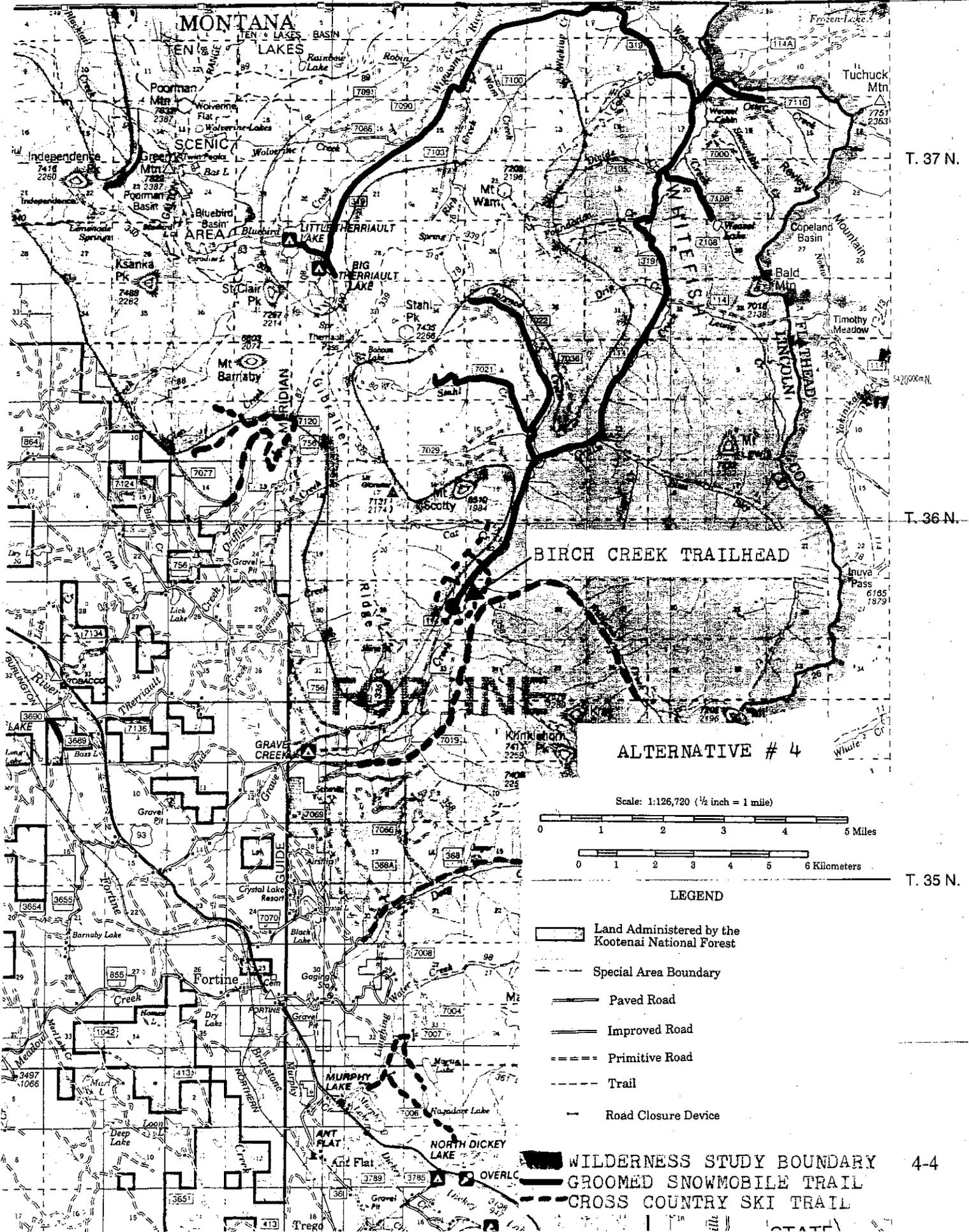
- Land Administered by the Kootenai National Forest
- Special Area Boundary
- Paved Road
- Improved Road
- Primitive Road
- Trail
- Road Closure Device

- WILDERNESS STUDY BOUNDARY
- GROOMED SNOWMOBILE TRAIL
- CROSS COUNTRY SKI TRAIL





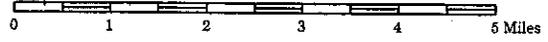




BIRCH CREEK TRAILHEAD

ALTERNATIVE # 4

Scale: 1:126,720 (1/2 inch = 1 mile)



LEGEND

Land Administered by the Kootenai National Forest

Special Area Boundary

Paved Road

Improved Road

Primitive Road

Trail

Road Closure Device

WILDERNESS STUDY BOUNDARY

GROOMED SNOWMOBILE TRAIL

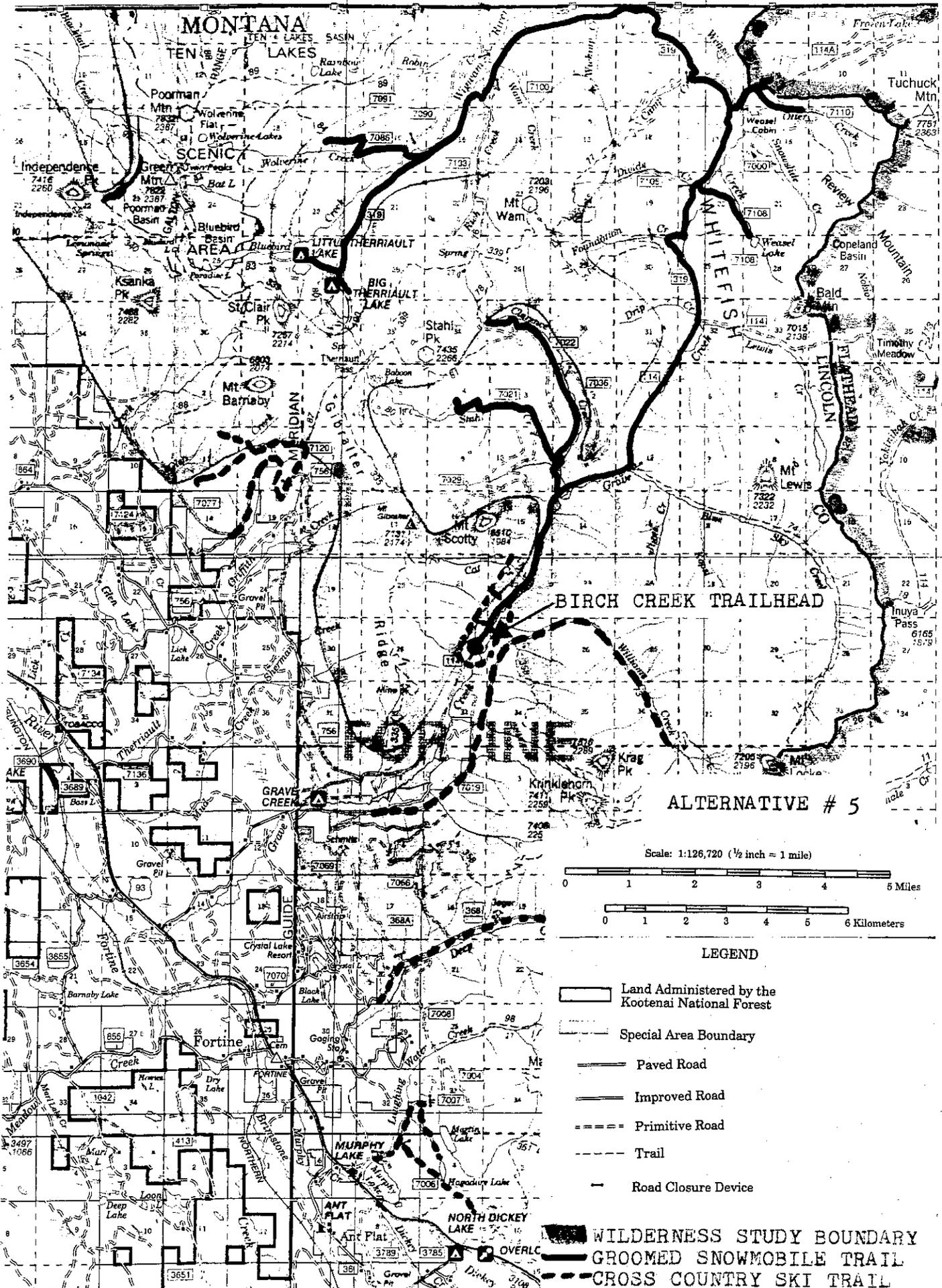
CROSS COUNTRY SKI TRAIL

T. 37 N.

T. 36 N.

T. 35 N.





T. 37 N.

T. 36 N.

T. 35 N.

ALTERNATIVE # 5

Scale: 1:126,720 (1/2 inch = 1 mile)



LEGEND

- Land Administered by the Kootenai National Forest
- Special Area Boundary
- Paved Road
- Improved Road
- Primitive Road
- Trail
- Road Closures Device

- WILDERNESS STUDY BOUNDARY
- GROOMED SNOWMOBILE TRAIL
- CROSS COUNTRY SKI TRAIL



**11. List of Agencies Consulted During Preparation of the EA:**

**State of Montana:**

**Montana Fish, Wildlife & Parks**

**Department of Environmental Quality**

**- Air Quality Division**

**- Water Quality Division**

**State Historical Preservation Office**

**Kootenai National Forest**

**Flathead National Forest**

**The Confederated Salish and Kootenai Tribes of the Flathead Reservation**

# PART II. ENVIRONMENTAL REVIEW

## PHYSICAL ENVIRONMENT

1. <u>LAND RESOURCES</u> Will the proposed action result in:	IMPACT <sup>⊛</sup>				Can Impact Be Mitigated <sup>⊛</sup>	Comment Index
	Unknown <sup>⊛</sup>	None	Minor <sup>⊛</sup>	Potentially Significant		
▶ a. Soil instability or changes in geologic substructure?		X				
b. Disruption, displacement, erosion, compaction, moisture loss, or over-covering of soil which would reduce productivity or fertility?		X				
▶ c. Destruction, covering or modification of any unique geologic or physical features?		X				
d. Changes in siltation, deposition or erosion patterns that may modify the channel of a river or stream or the bed or shore of a lake?		X				
e. Exposure of people or property to earthquakes, landslides, ground failure, or other natural hazard?			X		Yes	1.e.
f. Other _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):  
 1.e. There are three slide paths located east of Graves Creek Road, however, they should rarely pose avalanche danger to users of this route. The best way to accomplish avalanche warnings for the entire area is to have a clear, concise message at the trailhead. The phone number for the weekend avalanche report will be posted at the Ranger Station and trailhead (see Appendix E).

## PHYSICAL ENVIRONMENT

2. <u>AIR</u> Will the proposed action result in:	IMPACT <sup>⊛</sup>				Can Impact Be Mitigated <sup>⊛</sup>	Comment Index
	Unknown <sup>⊛</sup>	None	Minor <sup>⊛</sup>	Potentially Significant		
▶ a. Emission of air pollutants or deterioration of ambient air quality? (also see 13 (c))			X		No	2.a.
b. Creation of objectionable odors?			X		No	2.b.
c. Alteration of air movement, moisture, or temperature patterns or any change in climate, either locally or regionally?		X				
d. Adverse effects on vegetation, including crops, due to increased emissions of pollutants?		X				
e. ♦ For P-R/D-J projects, will the project result in any discharge which will conflict with federal or state air quality regs? (Also see 2a)		X				
f. Other _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Air Resources (Attach additional pages of narrative if needed):  
 2.a.b. Emissions of pollutants and odors will continue until such time when the snowmobile industry improves engine technology reducing emissions. Until such time snowmobile owners can reduce emissions by keeping their machines tuned to the maker's specifications (see Appendix F).

⊛ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.

▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)

♦ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

♦♦ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

**PHYSICAL ENVIRONMENT**

3. WATER Will the proposed action result in:	IMPACT <sup>⊙</sup>				Can Impact Be Mitigated <sup>⊙</sup>	Comment Index
	Unknown <sup>⊙</sup>	None	Minor <sup>⊙</sup>	Potentially Significant		
▶ a. Discharge into surface water or any alteration of surface water quality including but not limited to temperature, dissolved oxygen or turbidity?		X				
b. Changes in drainage patterns or the rate and amount of surface runoff?		X				
c. Alteration of the course or magnitude of flood water or other flows?		X				
d. Changes in the amount of surface water in any water body or creation of a new water body?		X				
e. Exposure of people or property to water related hazards such as flooding?		X				
f. Changes in the quality of groundwater?		X				
g. Changes in the quantity of groundwater?		X				
h. Increase in risk of contamination of surface or groundwater?			X		Yes	3.h.
i. Effects on any existing water right or reservation?		X				
j. Effects on other water users as a result of any alteration in surface or groundwater quality?		X				
k. Effects on other users as a result of any alteration in surface or groundwater quantity?		X				
l. ♦♦ For P-R/D-J, will the project affect a designated floodplain? (Also see 3c)		X				
m. ♦ For P-R/D-J, will the project result in any discharge that will affect federal or state water quality regulations? (Also see 3a)		X				
n. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Water Resources (Attach additional pages of narrative if needed):  
 3.h. There is the chance of fuel spillage when filling the gasoline tanks, however, the amount is very small and chances of reaching surface or groundwater before evaporation is slim. Amounts of 25 gallons or less of gasoline are not required to be reported to the Department of Environmental Quality. It is doubtful that all spillage during the use season reaches this amount (see Appendixes G and H).

- ⊙ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.
- ▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)
- ♦ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.
- ♦♦ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

**PHYSICAL ENVIRONMENT**

4. <u>VEGETATION</u>  Will the proposed action result in:	IMPACT <sup>⊛</sup>				Can Impact Be Mitigated <sup>⊛</sup>	Comment Index
	Unknown <sup>⊛</sup>	None	Minor <sup>⊛</sup>	Potentially Significant		
a. Changes in the diversity, productivity or abundance of plant species (including trees, shrubs, grass, crops, and aquatic plants)?		X				
b. Alteration of a plant community?		X				
c. Adverse effects on any unique, rare, threatened, or endangered species?		X				
d. Reduction in acreage or productivity of any agricultural land?		X				
e. Establishment or spread of noxious weeds?			X		Yes	4.e.
f. ♦ ♦ For P-R/D-J, will the project affect wetlands, or prime and unique farmland?		X				
g. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):

4.e. The Fortine District has sprayed the Grave Creek Road and the Birch Creek Recreation Area with herbicides for the last five years to contain the spread of Spotted Knapweed. This has been a fairly successful endeavor, reducing the number of plants and stopping the spread of the plant to a large degree. The majority of the spread of this plant is due to motorized vehicles (mainly cars and trucks using the roads). Spread of the seeds of this plant is minimal in the wintertime due to the covering of the plant and exposed soil by snow. There is a chance that some seed may be brought into the trailhead by vehicles in the winter, but the spreading of the seed by snowmobiles over deep snow should be very minimal. Snowmobilers should be encouraged to wash their vehicles and trailer to rid them of the collection of weed seed over the summer months (see Appendix H).

- ⊛ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.
- ▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)
- ♦ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.
- ♦ ♦ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

**PHYSICAL ENVIRONMENT**

▶ 5. <u>FISH/WILDLIFE</u> Will the proposed action result in:	IMPACT <sup>⊙</sup>				Can Impact Be Mitigated <sup>⊙</sup>	Comment Index
	Unknown <sup>⊙</sup>	None	Minor <sup>⊙</sup>	Potentially Significant		
a. Deterioration of critical fish or wildlife habitat?			x		Yes	5.a.
b. Changes in the diversity or abundance of game animals or bird species?		x				
c. Changes in the diversity or abundance of nongame species?			x		Yes	5.c.
d. Introduction of new species into an area?		x				
e. Creation of a barrier to the migration or movement of animals?			x		Yes	5.e.
f. Adverse effects on any unique, rare, threatened, or endangered species?			x		Yes	5.f.
g. Increase in conditions that stress wildlife populations or limit abundance (including harassment, legal or illegal harvest or other human activity)?			x		Yes	5.g.
h. ♦♦ For P-R/D-J, will the project be performed in any area in which T&E species are present, and will the project affect any T&E species or their habitat? (Also see 5f)			x		Yes	5.h.
i. ♦ For P-R/D-J, will the project introduce or export any species not presently or historically occurring in the receiving location? (Also see 5d)		x				
j. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):

5.a. State and National Forest wildlife biologists believe the snowmobile trail has no adverse effect on the wildlife habitat (see Appendixes H and I).

5.c. Nongame animals are not being denied access for reproduction, survival or performing essential behaviors, so there is no adverse effect (see Appendix I).

5.e.f. State and National Forest wildlife biologists believe the snowmobile trail has no adverse effect on the movement or migration of the T & E Species. Date for grooming, December 1 through March 15, were selected to avoid conflicts (see Appendixes H and I).

5.g. Same as 5.f.

5.h. Concern has been voiced for both on trail and off trail snowmobile use. The project area is located in National Forest Grizzly Bear Management Area No. 1. There has been no known on or off trail snowmobile use which has displaced a grizzly bear from his/her den. Caribou has been mentioned as using the area, however, after hundreds of hours of surveys by state and government employees, none have been found. Lynx, mountain lion, wolverine, and wolf are seen in the area at times. While their tracks may be seen in the snow now and then at the higher elevations, they normally follow their food supply to the lower elevations. The State and National Forest District wildlife biologists believe the groomed trail has no adverse effect on the T & E species. Montana Natural Heritage Program shows the Harlequin Duck being present. They are not in the area in the winter (see Appendixes H and I).

⊙ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.

▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)

♦ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

♦♦ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

## HUMAN ENVIRONMENT

6. <u>NOISE/ELECTRICAL EFFECTS</u> Will the proposed action result in:	IMPACT <sup>⊗</sup>				Can Impact Be Mitigated <sup>⊗</sup>	Comment Index
	Unknown <sup>⊗</sup>	None	Minor <sup>⊗</sup>	Potentially Significant		
a. Increases in existing noise levels?			X		Yes	6.a.
b. Exposure of people to serve or nuisance noise levels?			X		Yes	6.b.
c. Creation of electrostatic or electromagnetic effects that could be detrimental to human health or property?		X				
d. Interference with radio or television reception and operation?		X				
e. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):

6.a. As use increases, noise levels may increase; however, as the users spread out over the trail systems, noise levels will decrease at any specific site or area. State law requires that all machines produced after June 30, 1975 shall have a sound level not to exceed 78dbA measured at 50 feet. Users shall maintain their machines to retain and not exceed these levels/ (Regulation 23-2-634) (See Appendix J)

6.b. Cross-country skiers using the trail will be exposed to noise levels they consider a nuisance; however, there are ski trails in the area they may use which snowmobiles do not use.

## HUMAN ENVIRONMENT

7. <u>LAND USE</u> Will the proposed action result in:	IMPACT <sup>⊗</sup>				Can Impact Be Mitigated <sup>⊗</sup>	Comment Index
	Unknown <sup>⊗</sup>	None	Minor <sup>⊗</sup>	Potentially Significant		
a. Alteration of or interference with the productivity or profitability of the existing land use of an area?		X				
b. Conflicted with a designated natural area or area of unusual scientific or educational importance?		X				
c. Conflict with any existing land use whose presence would constrain or potentially prohibit the proposed action?		X				
d. Adverse effects on or relocation of residences?		X				
e. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):

⊗ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.

► Include a narrative description addressing the items identified in 12.8.604-1a (ARM)

◆ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

◆◆ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

**HUMAN ENVIRONMENT**

8. <u>RISK/HEALTH HAZARDS</u> Will the proposed action result in:	IMPACT <sup>⊗</sup>				Can Impact Be Mitigated <sup>⊗</sup>	Comment Index
	Unknown <sup>⊗</sup>	None	Minor <sup>⊗</sup>	Potentially Significant		
a. Risk of an explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation) in the event of an accident or other forms of disruption?		X				
b. Affect an existing emergency response or emergency evacuation plan or create a need for a new plan?		X				
c. Creation of any human health hazard or potential hazard?		X				
d. ♦ For P-R/D-J, will any chemical toxicants be used? (Also see 8a)		X				
e. Other: <u>Snow Safety</u>			X		Yes	8.e.

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):  
 8.e. The snowmobile club conducts a safety program at their bimonthly meetings. Subjects include avalanche safety manual, environmental awareness, animal harassment, etc (see Appendix L).

**HUMAN ENVIRONMENT**

9. <u>COMMUNITY IMPACT</u> Will the proposed action result in:	IMPACT <sup>⊗</sup>				Can Impact Be Mitigated <sup>⊗</sup>	Comment Index
	Unknown <sup>⊗</sup>	None	Minor <sup>⊗</sup>	Potentially Significant		
a. Alteration of the location, distribution, density, or growth rate of the human population of an area?		X				
b. Alteration of the social structure of a community?		X				
c. Alteration of the level or distribution of employment or community or personal income?		X				
d. Changes in industrial or commercial activity?		X				
e. Increased traffic hazards or effects on existing transportation facilities or patterns of movement of people and goods?			X		Yes	9.e.
f. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):  
 9.e. Increased use on the trail may result in increased grooming needs. Slippery roads, common this time of year, are a hazard; however, major use increased are not anticipated for this area. Estimated winter use is 3,500 visitor days, with one visitor day equaling 12 hours (see Appendix H).

- ⊗ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.
- ▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)
- ◆ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.
- ◆◆ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

**HUMAN ENVIRONMENT**

10. <u>PUBLIC SERVICES/TAXES/UTILITIES</u> Will the proposed action:	IMPACT <sup>⊙</sup>				Can Impact Be Mitigated <sup>⊙</sup>	Comment Index
	Unknown <sup>⊙</sup>	None	Minor <sup>⊙</sup>	Potentially Significant		
a. Have an effect upon or result in a need for new or altered governmental services in any of the following areas: fire or police protection, schools, parks/recreational facilities, roads or other public maintenance, water supply, sewer or septic systems, solid waste disposal, health, or other governmental services? If any, specify: _____			x		No	10.a
b. Have an effect upon the local or state tax base and revenues?		x				
c. Result in a need for new facilities or substantial alterations of any of the following utilities: electric power, natural gas, other fuel supply or distribution systems, or communications?		x				
d. Result in increased used of any energy source?			x		No	10.d.
▶ e. Define projected revenue sources						
▶ f. Define projected maintenance costs.						
g. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):  
 10.a. May require additional county plowing of Graves Creek Road #114 to the Birch Creek trail head. If use increases, pumping out the outhouse more often may be required, at Forest Service expense (See Appendix H).  
 10.d. Additional fuel (gasoline) will be required if the additional plowing and pumping is required.

- ⊙ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.
- ▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)
- ◆ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.
- ◆◆ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

**HUMAN ENVIRONMENT**

▶ 11. <u>AESTHETICS/RECREATION</u> Will the proposed action result in:	IMPACT ☼				Can Impact Be Mitigated ☼	Comment Index
	Unknown ☼	None	Minor ☼	Potentially Significant		
a. Alteration of any scenic vista or creation of an aesthetically offensive site or effect that is open to public view?		X				
b. Alteration of the aesthetic character of a community or neighborhood?		X				
▶ c. Alteration of the quality or quantity of recreational/tourism opportunities and settings? (Attach Tourism Report)			X		Yes	11.c.
d. ♦ ♦ For P-R/D-J, will any designated or proposed wild or scenic rivers, trails or wilderness areas be impacted? (Also see 11a, 11c)				X	Yes	11.d.
e. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):

11.c. There has been no tourism report done on this area. Estimated use of the area is 53 percent from the Eureka/Fortine area, 30 percent from Flathead County, and 17 percent from Canada.

11.d. There is no designated Wilderness. Wilderness Study Area include Ten Lakes. Tuchuck and Thompson--Seaton are proposed Wilderness Areas. All are adjacent to the groomed trail (see map). Snowmobilers enter these areas creating conflicts with cross-country skiers seeking a solitude experience. These are social, not environmental issues. Both the Kootenai and Flathead Plans permit motorized winter recreation use in these areas. It is assumed if they become designated Wilderness, motorized use will not be permitted (see Appendixes H and K).

**HUMAN ENVIRONMENT**

12. <u>CULTURAL/HISTORICAL RESOURCES</u> Will the proposed action result in:	IMPACT ☼				Can Impact Be Mitigated ☼	Comment Index
	Unknown ☼	None	Minor ☼	Potentially Significant		
▶ a. Destruction or alteration of any site, structure or object of prehistoric historic, or paleontological importance?		X				
b. Physical change that would affect unique cultural values?		X				
c. Effects on existing religious or sacred uses of a site or area?			X		N/A	12.c.
d. ♦ ♦ For P-R/D-J, will the project affect historic or cultural resources? Attach SHPO letter of clearance. (Also see 12.a)			X		N/A	12.d.
e. Other: _____						

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):

12.c. There are no known existing religious or sacred sites in the area. The Confederated Salish and Kootenai Tribes of the Flathead Reservation representatives were contacted. No response was received.

12.d. The groomed trail lies totally on existing Forest Service roads that receive heavy use throughout the spring, summer, fall, and winter. The impact to cultural or historical resources has been realized just by the construction of this road and are not further compromised by the grooming of the snowmobile trail. Due to the fact that the trails are on existing roads, SHPO laws do not apply. (see Appendix H).

☼ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.

▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)

♦ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

♦ ♦ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

## HUMAN ENVIRONMENT

13. SUMMARY EVALUATION OF SIGNIFICANCE	IMPACT <sup>⊗</sup>				Can Impact Be Mitigated <sup>⊗</sup>	Comment Index
	Unknown <sup>⊗</sup>	None	Minor <sup>⊗</sup>	Potentially Significant		
Will the proposed action, considered as a whole:						
a. Have impacts that are individually limited, but cumulatively considerable? (A project or program may result in impacts on two or more separate resources which create a significant effect when considered together or in total.)			x		Yes	13.a.
b. Involve potential risks or adverse effects which are uncertain but extremely hazardous if they were to occur?			x		Yes	13.b.
c. Potentially conflict with the substantive requirements of any local, state, or federal law, regulation, standard or formal plan?		x				
d. Establish a precedent or likelihood that future actions with significant environmental impacts will be proposed?		x				
e. Generate substantial debate or controversy about the nature of the impacts that would be created?			x		No	13.e.
f. ♦ For P-R/D-J, is the project expected to have organized opposition or generate substantial public controversy? (Also see 13e)			x		No	13.f.
g. ♦♦ For P-R/D-J, list any federal or state permits required.			x		Yes	13.g.

Narrative Description and Evaluation of the Cumulative and Secondary Effects on Land Resources (Attach additional pages of narrative if needed):

13.a. When all alternatives (Table A) are compared with each other using the established issues, the cumulative summary evaluation are nearly the same. The recreation use occurring in the winter time on existing roadways on several feet of snow does not create significant impact on the environment.

13.b. Alternative #1 could create some problems for human safety due to a lack of people using the area and no avalanche precautions, snowmobile use would not cease but may create more damage to wildlife, conflicts, with other users, and hazards for all users. The other four alternatives are nearly equal in impacts.

13.e. Alternatives 3, 4, and 5 created the most debate. There is controversy over the continued use of Stahl and Clarence Creek Trails. While no major conflicts have developed, cross-country skiers would like to see these trails closed to snowmobile. Cross-country skiing would probably decrease without the groomed snowmobile trail. There are cross-country ski trails in the area. An Alternative #5 trail would pass through moose winter range (see Appendix L).

The Montana Wilderness Association is opposed to the Stahl and Clarence Creek Trail and would favor the relocation of the Graves Creek Trail. They believe the entire groomed trail system generates snowmobile use in the Ten Lake Scenic Area and the Wilderness Study Area. While snowmobiles do access and use the areas, the Kootenai and Flathead National Forest Plans permits those uses. The use is legal and acceptable to the Forest Plan. Rerouting the groomed trail has not been done in adjacent drainages due to avalanche hazards and other environmental concerns.

13.f. Letters have been received from the Montana Wilderness Association (see Appendix C), and it is quite possible they may develop organized opposition to all alternatives except alternative #1.

13.g. Forest Service & FWP Operation and Maintenance Agreements are required (see Appendix L).

⊗ Include a narrative explanation under Part III describing the scope and level of impact. If the impact is unknown, explain why the unknown impact has not or can not be evaluated.

▶ Include a narrative description addressing the items identified in 12.8.604-1a (ARM)

♦ Determine whether the described impact may result and respond on the checklist. Describe any minor or potentially significant impacts.

♦♦ Include a discussion about the issue in the EA narrative and include documentation if it will be useful.

14. Description and analysis of reasonable alternatives (including the no action alternative) to the proposed action whenever alternatives are reasonably available and prudent to consider and a discussion of how the alternatives would be implemented:

The alternatives are described and discussed with appropriate maps in Section #9. Alternative #4 is the preferred alternative. Following are two tables comparing the effects of the five alternatives. Table A compares the effect of the groomed trail and Table B the effect of the groomed trail on the Wilderness Study Area.

**TABLE A.** Significance Ratings range from 1 (low) to 5 (high).

A L T E R N A T I V E S					
Issues	#1	#2	#3	#4	#5
1. Land Resource	4	1	1	1	1
2. Air	4	2	2	3	3
3. Water	1	2	3	3	3
4. Vegetation	1	1	1	1	1
5. Fish/Wildlife	1	2	2	2	3
6. Noise/Electrical Effects	2	3	3	3	3
7. Land Use	1	1	1	1	1
8. Risk/Health Hazards	4	3	2	1	1
9. Community Impact	5	2	2	2	2
10. Public Services/Taxes/Utilities	1	2	2	2	2
11. Aesthetics/Recreation	5	5	5	5	5
12. Cultural/Historical/Resources	1	1	1	1	1
13. Summary Evaluation	27	25	25	25	26

**TABLE B:** Low-impact has a significance rating of 2 or less, medium of at least 3, and high above 3. (The Wilderness Threats Matrix: A Framework for Assessing Impacts. Research Paper INT-475, April 1994, David N. Cole).

ATTRIBUTES OF WILDERNESS CHARACTER	A L T E R N A T I V E S				
	#1	#2	#3	#4	#5
Air	L	L	M	M	M
Aquatic Systems	L	L	L	L	L
Rock/Landforms	L	L	L	L	L
Soils	L	L	L	L	L
Vegetation	L	L	M	M	M
Animals	L	L	L	L	L
Ecosystems/Landforms	L	L	L	L	L
Cultural Resources	L	L	L	L	L
Wilderness Experience	L	H	H	H	H

While both tables are subjectively rated, Table A does not show any significant difference in the alternatives. Table B does show a localized change in air quality, and a significant difference in wilderness experience, a social issue. Damage can be caused by broken shrubs and trees by careless snowmobilers. However, these areas are study and proposed areas, not designated wildernesses, and snowmobile use is permitted as indicated in the Forest Plans.

15. Evaluation and listing of mitigation, stipulation, or other control measures enforceable by the agency or another government agency:

- 1.e. Avalanche warning signs. Weekend Avalanche Report phone number to be posted at trail head and Ranger Station.
- 3.h. Fuel spillage over 25 gallons to be reported to Department of Environmental Quality.
- 4.e. Noxious weed program by Fortine Ranger District. Encourage snowmobilers to wash machines and trailers.
- 5.e.f. Dates of December 1 through March 15 established for grooming to reduce or eliminate impacts with animals.
- 8.e. Snowmobile club conducts safety programs at their bimonthly meeting.
- 11.d. There are no designated Wilderness Areas. Both forests permit snowmobile use in their Wilderness Study or Proposed Wilderness Areas.
- 12.c. There are no known cultural sites in the area. A safety and sign plan will be developed.

16. Based on the significance criteria evaluated in this EA, is an EIS required? YES/NO If an EIS is not required, explain why the EA is the appropriate level of analysis for this proposed action:

13.e. It is anticipated that the impacts will generate a debate and controversy regarding this project, thus the need for an EIS.

17. Describe the level of public involvement for this project if any and, given the complexity and the seriousness of the environmental issues associated with the proposed action, is the level of public involvement appropriate under the circumstances?

Two public meetings were held. Eighteen persons attended the meeting in Fortine on July 20, 1995, and thirty-six attended the meeting in Eureka on August 10, 1995. Issues included: 1) Stahl and Clarence Creek trails as they promote snowmobile use in the Wilderness Study Areas; 2) level of snowmobile use off groomed trails; 3) impact to grizzly bears, and effect of noise on animals; 4) Snowmobile Club has already given up grooming some trails. Social issues are noise and conflicts with cross-country skiers; 5) Snowmobile use in the adjacent Wilderness Study Area is debated even though it is permitted in the forest plan.

18. Duration of comment period if any:

Written notices were sent out on July 3, 1995 with replies due July 28, 1995. At the July 20 meeting, an announcement was made that another public meeting will be held on August 10, 1995 (see Appendix B).

19. Name, title, address and phone number of the Person(s) Responsible for Preparing the EA:

Wayne B. Worthington, Consultant  
Landscape Architect  
365 Summit Ridge Drive  
Kalispell, MT 59901  
(406) 752-29116

Ten Lakes Snowmobile Club  
Susan Hawkins, Secretary  
P. O. Box 404  
Eureka, MT 59917  
(406) 889-3384

Montana Fish, Wildlife & Parks  
Marty Watkins  
490 N. Meridian Road  
Kalispell, MT 59901  
(406) 752-5501

### PART III. NARRATIVE EVALUATION AND COMMENT

1.e. There are three slide paths located east of Graves Creek Road, however, they should rarely pose avalanche danger to users of this route. The best way to accomplish avalanche warnings for the entire area is to have a clear, concise message at the trailhead. The phone number for the weekend avalanche report will be posted at the Ranger Station and trailhead (see Appendix E).

2.a.b. Emissions of pollutants and odors will continue until such time when the snowmobile industry improves engine technology reducing emissions. Until such time snowmobile owners can reduce emissions by keeping their machines tuned to the maker's specifications (see Appendix F).

3.h. There is the chance of fuel spillage when filling the gasoline tanks, however, the amount is very small and chances of reaching surface or groundwater before evaporation is slim. Amounts of 25 gallons or less of gasoline are not required to be reported to the Department of Environmental Quality. It is doubtful that all spillage during the use season reaches this amount (see Appendixes G and H).

4.e. The Fortine District has sprayed the Grave Creek Road and the Birch Creek Recreation Area with herbicides for the last five years to contain the spread of Spotted Knapweed. This has been a fairly successful endeavor, reducing the number of plants and stopping the spread of the plant to a large degree. The majority of the spread of this plant is due to motorized vehicles (mainly cars and trucks using the roads). Spread of the seeds of this plant is minimal in the wintertime due to the covering of the plant and exposed soil by snow. There is a chance that some seed may be brought into the trailhead by vehicles in the winter, but the spreading of the seed by snowmobiles over deep snow should be very minimal. Snowmobilers should be encouraged to wash their vehicles and trailer to rid them of the collection of weed seed over the summer months (see Appendix H).

5.a. State and National Forest wildlife biologists believe the snowmobile trail has no adverse effect on the wildlife habitat (see Appendixes H and I).

5.c. Nongame animals are not being denied access for reproduction, survival or performing essential behaviors, so there is no adverse effect (see Appendix I).

5.e.f. State and National Forest wildlife biologists believe the snowmobile trail has no adverse effect on the movement or migration of the T & E Species. Date for grooming, December 1 through March 15, were selected to avoid conflicts (see Appendixes H and I).

5.g. Same as 5.f.

5.h. Concern has been voiced for both on trail and off trail snowmobile use. The project area is located in National Forest Grizzly Bear Management Area No. 1. There has been no known on or off trail snowmobile use which has displaced a grizzly bear from his/her den. Caribou has been mentioned as using the area, however, after hundreds of hours of surveys by state and government employees, none have been found. Lynx, mountain lion, wolverine, and wolf are seen in the area at times. While their tracks may be seen in the snow now and then at the higher elevations, they normally follow their food supply to the lower elevations. The State and National Forest District wildlife biologists believe the groomed trail has no adverse effect on the T & E species. Montana Natural Heritage Program shows the Harlequin Duck being present. They are not in the area in the winter (see Appendixes H and I).

6.a. As use increases, noise levels may increase; however, as the users spread out over the trail systems, noise levels will decrease at any specific site or area. State law requires that all machines produced after June 30, 1975 shall have a sound level not to exceed 78dbA measured at 50 feet. Users shall maintain their machines to retain and not exceed these levels/ (Regulation 23-2-634) (See Appendix J)

6.b. Cross-country skiers using the trail will be exposed to noise levels they consider a nuisance; however, there are ski trails in the area they may use which snowmobiles do not use.

8.e. The snowmobile club conducts a safety program at their bimonthly meetings. Subjects include avalanche safety manual, environmental awareness, animal harassment, etc. (see Appendix L).

9.e. Increased use on the trail may result in increased grooming needs. Slippery roads, common this time of year, are a hazard; however, major use increased are not anticipated for this area. Estimated winter use is 3,500 visitor days, with one visitor day equaling 12 hours (see Appendix H).

10.a. May require additional county plowing of Graves Creek Road #114 to the Birch Creek trail head. If use increases, pumping out the outhouse more often may be required, at Forest Service expense (See Appendix H).

10.d. Additional fuel (gasoline) will be required if the additional plowing and pumping is required.

11.c. There has been no tourism report done on this area. Estimated use of the area is 53 percent from the Eureka/Fortine area, 30 percent from Flathead County, and 17 percent from Canada.

11.d. There is no designated Wilderness. Wilderness Study Area include Ten Lakes. Tuchuck and Thompson--Seaton are proposed Wilderness Areas. All are adjacent to the groomed trail (see map). Snowmobilers enter these areas creating conflicts with cross-country skiers seeking a solitude experience. These are social, not environmental issues. Both the Kootenai and Flathead Plans permit motorized winter recreation use in these areas. It is assumed if they become designated Wilderness, motorized use will not be permitted (see Appendixes H and K).

12.c. There are no known existing religious or sacred sites in the area. The Confederated Salish and Kootenai Tribes of the Flathead Reservation representatives were contacted. No response was received.

12.d. The groomed trail lies totally on existing Forest Service roads that receive heavy use throughout the spring, summer, fall, and winter. The impact to cultural or historical resources has been realized just by the construction of this road and are not further compromised by the grooming of the snowmobile trail. Due to the fact that the trails are on existing roads, SHPO laws do not apply. (see Appendix H).

13.a. When all alternatives (Table A) are compared with each other using the established issues, the cumulative summary evaluation are nearly the same. The recreation use occurring in the winter time on existing roadways on several feet of snow does not create significant impact on the environment.

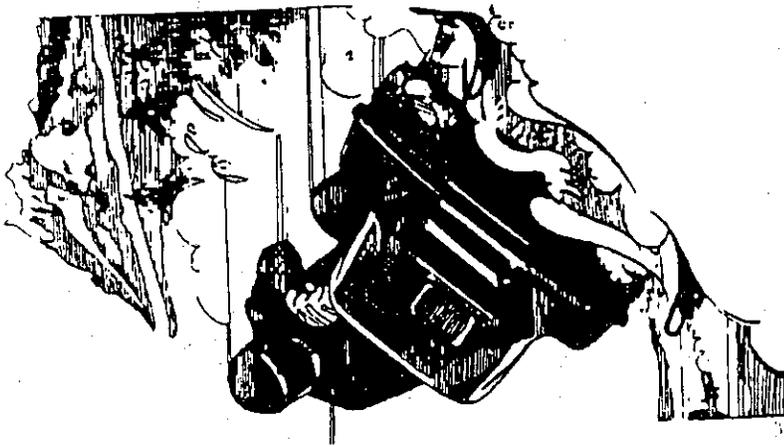
13.b. Alternative #1 could create some problems for human safety due to a lack of people using the area and no avalanche precautions, snowmobile use would not cease but may create more damage to wildlife, conflicts, with other users, and hazards for all users. The other four alternatives are nearly equal in impacts.

13.e. Alternatives 3, 4, and 5 created the most debate. There is controversy over the continued use of Stahl and Clarence Creek Trails. While no major conflicts have developed, cross-country skiers would like to see these trails closed to snowmobile. Cross-country skiing would probably decrease without the groomed snowmobile trail. There are cross-country ski trails in the area. An Alternative #5 trail would pass through moose winter range (see Appendix L).

The Montana Wilderness Association is opposed to the Stahl and Clarence Creek Trail and would favor the relocation of the Graves Creek Trail. They believe the entire groomed trail system generates snowmobile use in the Ten Lake Scenic Area and the Wilderness Study Area. While snowmobiles do access and use the areas, the Kootenai and Flathead National Forest Plans permits those uses. The use is legal and acceptable to the Forest Plan. Rerouting the groomed trail has not been done in adjacent drainages due to avalanche hazards and other environmental concerns.

13.f. Letters have been received from the Montana Wilderness Association (see Appendix C), and it is quite possible they may develop organized opposition to all alternatives except alternative #1.

13.g. Forest Service & FWP Operation and Maintenance Agreements are required (see Appendix L).



**Environmental  
Review  
Criteria**

**MONTANA  
SNOWMOBILE GRANT  
PROGRAM**

1994



*Montana Department of  
Fish, Wildlife & Parks*





**Montana Department of  
Fish, Wildlife & Parks**

**Environmental Review Criteria  
Montana Department of Fish, Wildlife and Parks  
Snowmobile Grant Program**

Proposals for grants allocated under the Montana Snowmobile Grant Program shall be reviewed in accordance with the following Environmental Review Criteria. Environmental review on existing funded snowmobile trails will be completed as expeditiously as possible with the Department setting priorities and attempting to complete environmental review first for those funded trails located in the more environmentally sensitive areas. In no case will an existing trail, not in full compliance within three years, continue to be funded under the Grant Program. In some cases, proposed projects may be determined by the Department to be categorically excluded from the environmental review process. A categorical exclusion may be denied if the Department determines that special circumstances warrant further environmental review. Such circumstances include those where use of the trail may individually, collectively or cumulatively cause significant environmental impacts. If a project satisfies number 1 below, the project qualifies for a categorical exclusion.

1. Continuation of an existing program with no on-ground changes and that has previously satisfied MEPA reviews.
- Projects that do not satisfy number 1, but do satisfy numbers 2 through 7, qualify for a categorical exclusion.
2. Snowmobile trail on federal lands is already incorporated in U.S. Forest Service or Bureau of Land Management travel plan and Multi-Party Agreement has been signed.
  3. Fish, Wildlife and Parks wildlife clearance has been obtained.
  4. Snowmobile Project Agreement has been signed by sponsor and Department.
  5. Project is on an existing roadway or previously ungrouted, but authorized by the land management agency, snowmobile trail.
  6. Development or improvements on federal lands have already satisfied NEPA.
  7. Trail is not in a wilderness study area or designated non-motorized area.

If the proposed project does not meet the requirements necessary for a categorical exclusion it must be reviewed in accordance with the Environmental Review Criteria identified below:

When reviewing projects within the checklist that result in a request for additional information, three subsequent requests for the same information will result in a denial of the project, or that portion of the project if it is a stand alone component.

Prior to making a final determination that a new or substantially changed application satisfies the criteria for a categorical exclusion, the Department will provide fifteen calendar days for public review and comment.



Montana Department of  
Fish, Wildlife & Parks

ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
Issue 1 Administration	Map identifying proposed trails and facilities	1 Does map clearly identify proposed activities (i.e. trails, parking lots, etc.)?	<input checked="" type="radio"/> Y	Go to #2	<input checked="" type="checkbox"/>
			N	Request Submittal	
	Decision memo and env. document from land mgmt agency	2 Do any proposed activities occur on lands managed by another agency?	<input checked="" type="radio"/> Y	Go to #2a	<input checked="" type="checkbox"/>
			N	Go to #3	
		2a Did the land mgmt agency prepare an env. document?	Y	Go to #2b	<input checked="" type="checkbox"/>
			<input checked="" type="radio"/> N	Go to #3	
		2b Was the decision memo supplied with application?	Y	Go to #4	
			N	Request Submittal	
	internal environmental review document	3 Does the proposal include operation and maintenance projects?	<input checked="" type="radio"/> Y	Go to #3b	<input checked="" type="checkbox"/>
			N	Go to #3a	
		3a Does the proposal include expansion or construction of trails or facilities	Y	Go to #3b	<input checked="" type="checkbox"/>
			<input checked="" type="radio"/> N	Go to #4	

See Appdx L

3a

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
		3b Has checklist EA been prepared	<input checked="" type="radio"/> Y	Go to #3c	<input checked="" type="checkbox"/>
			N	Request submittal	
		3c Does the checklist EA satisfy MEPA/NEPA?	<input checked="" type="radio"/> Y	Go to #3h	<input checked="" type="checkbox"/>
			N	Go to #3d	
		3d Has an EA been prepared?	Y	Go to #3e	
			N	Request EA	
		3e Did the EA satisfy MEPA/NEPA?	Y	Go to #3h	
			N	Go to #3f	
		3f Has an EIS been prepared?	Y	Go to #3g	
			N	Request EIS	
		3g Did EIS satisfy MEPA/NEPA?	Y	Go to #3h	
			N	Reject Proposal	
		3h Did applicant supply decision notice?	Y	Go to #4	<input checked="" type="checkbox"/>
			<input checked="" type="radio"/> N	Request Submittal	3h
	Licenses, Leases, permits, clearances, etc.	4 Has applicant supplied appropriate copies required by other agencies?	<input checked="" type="radio"/> Y	Go to #6	<input checked="" type="checkbox"/>
			N	Request Submittal	
Issue 2 Air Quality	Map identifying proposed trails and facilities	6 Does map clearly identify proposed activities?	<input checked="" type="radio"/> Y	Go to #6a	<input checked="" type="checkbox"/>
			N	Request submittal	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
		6a Does proposal include expansion of existing or construction of new trails?	Y	Go to #6b	✓
		6b Does the expanded or new trail connect with another trail system or trail?	(N)	Go to #7	6a
	Connection to other trails or trail systems		Y	Go to #7	
			N	Go to #7	
	Public awareness plan	7 Has applicant submitted a public awareness plan?	(Y)	Go to #9	✓
			N	Request submittal	
Issue 3 Topography, Soils, Hydrology	Map identifying proposed trail or facilities	9 Does map clearly identify proposed activities?	(Y)	Go to #9a	✓
			N	Request submittal	
		9a Are there areas of known insufficient snowcover along proposed trails?	Y	Go to #9b	✓
			(N)	Go to #9c	
		9b Are areas of known insufficient snowcover identified on the maps?	Y	Go to #9c	
			N	Request submittal	
		9c Are there areas characterized by summer wet meadows?	Y	Go to #9d	✓
			(N)	Go to #10	
		9d Are areas of known wet meadows identified on the map?	Y	Go to #9e	
			N	Request Submittal	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS		REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	✓
		9e	Have viable alternatives around areas of known insufficient snowcover or summer wet meadows been identified?	Y	Stipulate - Go to #10	
				N	Request Submittal	
	Avoidance	10	Has applicant submitted a plan for avoidance of areas of known insufficient snowcover or summer wet meadows?	Y	Go to #10a	✓
				(N)	Request plan	10
		10a	Does the plan identify specific measures for each area identified on the map?	Y	Go to #11	
				N	Request Specifics	
	Seasonal Restrictions	11	Does the proposal include stream crossings?	(Y)	Go to #11a	✓
				N	Go to #12	
		11a	Does the proposed stream crossing utilize an existing structure?	(Y)	Go to #12	✓
				N	Go to #11b	
		11b	Are there viable alternatives to crossing the stream that would utilize existing structures?	Y	Stipulate - Go to #12	
				N	Go to #11c	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	✓
		11c Is construction of temporary crossing structures viable in the proposed crossing location?	Y	Stipulate - Go to #12	
			N	Reject	
	Public Awareness Plan	12 Has applicant submitted a public awareness plan?	Y	Go to #13	✓
			N	Request Submittal	
Issue 4 Wildlife	Map identifying proposed activities	13 Does map clearly identify proposed activities?	Y	Go to #13a	✓
			N	Request Submittal	
		13a Are there known ungulate wintering areas in the vicinity of proposed trails?	Y	Go to #13b	✓ Appendix I
			N	Go to #14	
		13b Are there ungulate wintering areas identified on the map?	Y	Go to #13c	✓ Appendix I
			N	Request Submittal	
		13c Do proposed trails remain on the periphery of winter ranges?	Y	Go to #13f	✓ Appendix I
			N	Go to #13d	
		13d Does proposed trail pass through wintering areas?	Y	Go to #13e	
			N	Go to #13h	
		13e Is there a viable alternate route available for use?	Y	Go to #13f	
			N	Reject	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS		REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	✓
	Avoidance	13f	Is the trail length along the periphery of the wintering area the least possible?	<input checked="" type="radio"/> Y	Go to #13g	✓
				N	Revise Plan	
		13g	Was vegetative screening used whenever possible?	<input checked="" type="radio"/> Y	Go to #13h	✓
				N	Revise to utilize veg screen	
		13h	Has signing plan been proposed to keep snowmobilers from disturbing wintering ungulates?	<input checked="" type="radio"/> Y	Go to #14	✓
				N	Request Plan	Appendix L
Seasonal Restrictions		14	Are there ungulate wintering areas in grizzly bear habitat?	<input checked="" type="radio"/> Y	Go to #14a	✓
				N	Go to #15	
		14a	Are there proposed trails near these areas?	<input checked="" type="radio"/> Y	Go to #14b	✓
				N	Go to #15	
		14b	Have seasonal restrictions in these areas been identified?	<input checked="" type="radio"/> Y	Go to #14c	✓
				n	Stipulate - Go to #14c	
		14c	Has a signing plan been proposed to mark restricted areas?	<input checked="" type="radio"/> Y	Go to #15	✓
				N	Stipulate - Go to #15	Appendix L

ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
	Idle Zones	15 Are there known bald eagle nests or grizzly hibernation areas?	Y	Go to #15a	✓ Appendix I
		15a Are trails proposed near any of these sites?	(N)	Go to #15d	
		15b Are viable alternatives identified that avoid these areas?	Y	Go to #15b	
		15c Have idle zones been proposed for these areas?	N	Go to #15d	
		15d Has the Natural Heritage wildlife list for the proposed region been submitted (NRIS - State library)?	(Y)	Stipulate - Go to #15d	✓ Appendix I
		15e Does the Natural Heritage list identify any rare or endangered wildlife species in the area of the proposal?	N	Go to #15e	
		15f Has applicant submitted an avoidance or seasonal restriction plan or other appropriate mitigative measures for these areas?	(Y)	Request Submittal	
			N	Go to #15f	✓ 15e
			(Y)	Go to #16	✓ 15f
			N	Request Submittal	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
	Signing	16 Have signing strategies been proposed to identify idle zones?	<input checked="" type="radio"/> Y	Go to #17	<input checked="" type="checkbox"/> Appendix L
	Public awareness plan	17 Has a public awareness plan been established?	<input checked="" type="radio"/> Y	Stipulate - Go to #17	<input checked="" type="checkbox"/> Appendix L
	Clearance Oversight	18 Did applicant supply info and wildlife clearance with application?	<input checked="" type="radio"/> Y	Go to #18	<input checked="" type="checkbox"/> Appendix L
			N	Stipulate - Go to #18	
			<input checked="" type="radio"/> Y	Go to #19	<input checked="" type="checkbox"/> Appendix L
			N	Request	
Issue 5 Vegetation	Maps identifying proposed trails and facilities	19 Does map clearly identify proposed activities?	<input checked="" type="radio"/> Y	Go to #19a	<input checked="" type="checkbox"/>
			N	Request	
		19a Is the proposed trail/facility located entirely on an existing road or trail?	<input checked="" type="radio"/> Y	Go to #20	<input checked="" type="checkbox"/>
			N	Go to #19b	
		19b Have existing roads been used whenever possible?	Y	Go to #19c	
			N	Stipulate - Go to 19c	
		19c Does all or a portion of trails occur on a vegetated road or trail?	Y	Go to #19e	
			N	Go to #19e	
		19d Does all or a portion of proposed activity occur on undeveloped land?	Y	Go to #19d	
			N	Go to #20	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	✓
		19e Has the Natural Heritage vegetation list for the proposed region been submitted (NRIS - State Lib)?	Y	Go to #19f	
		19f Does the Natural Heritage list identify any rare or endangered plant species?	N	Stipulate - Go to 19f	
		19g Are any species on the list common in alpine tundra?	Y	Go to #19g	
			N	Go to #20	
		19h Do any proposed trails that are not on existing roads cross alpine tundra?	Y	Go to #19h	
			N	Go to #19j	
		19i Are there alternatives to crossing the alpine tundra?	Y	Go to #19i	
			N	Go to #19j	
		19j Do any proposed activities involve areas of insufficient snowcover or summer wet meadows?	Y	Go to #19j	
			N	Reject	
		19k Are there viable alternatives to avoid areas of insufficient snowcover or summer wet meadows?	Y	Go to #19k	
			N	Go to #20	
			Y	Stipulate - Go to #20	
			N	Go to #19l	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS		REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	✓
		19I	Has applicant submitted an avoidance or seasonal restriction plan for areas of insufficient snowcover or summer wet meadows?	Y	Go to #20	
	Monitoring for noxious weeds	20	Are noxious weeds present within the trail area, particularly in staging areas?	<input checked="" type="radio"/> Y	Go to #20a	✓
		20a	Has noxious weed plan been proposed in application?	<input checked="" type="radio"/> Y	Go to #20b	✓ Appendix H
		20b	Has a monitoring plan been proposed to survey vegetation damage and spread of noxious weeds?	<input checked="" type="radio"/> Y	Stipulate - Go to 20b	✓ Appendix H
	Public Awareness	21	Has a public awareness strategy been proposed?	<input checked="" type="radio"/> Y	Go to #21	✓ Appendix L
Issue 6 Socioeconomics	Planning	22	Does the application include organized events or promotional activities that would utilize funded trails?	<input checked="" type="radio"/> Y	Stipulate - Go to #22	✓
				N	Go to #22a	
				N	Go to #23	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
		22a Does application include projected number of trail users generated by the events?	(Y)	Go to #22b	✓
		22b Does application include a public safety plan for the events?	(Y)	Request - Go to #22b	Appendix L
		22c Has applicant identified additional employment requirements during event?	(Y)	Go to #22c	✓
		23 Has map identifying proposed trails or facilities been submitted?	N	Stipulate - Go to #22c	Appendix L
		23a Is entire proposed trail/facility located within an existing road or trail?	(Y)	Go to #23	✓
		23b Does all or a portion of the proposed trail/facility occur on a historic road or trail?	N	Request - Go to #23	22c
		23c Does all or a portion of the proposed trail/facility occur on an undeveloped land?	(Y)	Go to #23a	✓
		23d Do viable alternative routes exist that could utilize existing roads or trails?	N	Request - Go to #23a	
Issue 7 Cultural	Map identifying proposed trails and facilities	23a Is entire proposed trail/facility located within an existing road or trail?	(Y)	Go to #24	✓
		23b Does all or a portion of the proposed trail/facility occur on a historic road or trail?	N	Go to #23b	
		23c Does all or a portion of the proposed trail/facility occur on an undeveloped land?	Y	Go to #23d	
		23d Do viable alternative routes exist that could utilize existing roads or trails?	N	Go to #23c	
		23d Do viable alternative routes exist that could utilize existing roads or trails?	Y	Go to #23d	
		23d Do viable alternative routes exist that could utilize existing roads or trails?	N	Go to #24	
		23d Do viable alternative routes exist that could utilize existing roads or trails?	Y	Stipulate - Go to #24	
		23d Do viable alternative routes exist that could utilize existing roads or trails?	N	Go to #23e	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	✓	
Issue 8 Safety/Private Property	Site specific treatment	23e Was SHPO consulted for determination of need for cultural resource investigation?	Y	Go to #23f		
			N	Stipulate - Go to #23f		
		23f Was a cultural resource investigation conducted?	Y	Go to #23g		
			N	Inquire as to why		
		23g Were significant sites found?	Y	Go to #23h		
			N	Go to #24		
		23h Were adequate mitigations applied (i.e. reroute, etc.)?	Y	Go to #23i		
			N	Stipulate - Go to 23i		
		Public awareness plan	23i Is a public awareness strategy proposed?	Y	Go to #24	
				N	Stipulate - Go to #24	
		Maps identifying proposed trails and facilities	24 Does map clearly identify proposed activities?	(Y)	Go to #24a	✓
				N	Request - Go to 24a	
	24a Does application include proposal for signing strategy identifying locations for warning signs?	(Y)	Go to #24b	Appendix L		
		N	Stipulate - Go to 24b			
	24b Have private properties along proposed trails been identified?	(Y)	Go to #24c	✓		
		N	Request - Go to #24c			

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
	Avoidance	24c Do viable alternatives exist that avoid private property?	<input checked="" type="radio"/> Y	Stipulate - Go to #25	✓
	Signing and public awareness	24d Has applicant included a strategy for signing and public awareness re: private property?	N	Go to #24d	24c
			Y	Go to #25	
			N	Stipulate - Go to #25	
Issue 9 Wilderness Areas	Map identifying proposed trails and facilities	25 Do maps identify proposed trail locations?	<input checked="" type="radio"/> Y	Go to #25a	✓
			N	Request - Go to #25a	
		25a Are proposed trails located near wilderness boundary or designated non-motorized recreation area?	<del>Y</del>	Go to #25b	✓
			<input checked="" type="radio"/> N	Go to #25e	25a
	Trail location strategies	25b Is there heavy vegetative cover or topographic features between proposed trail and wilderness boundary/designated non-motorized area?	Y	Go to #25e	
			N	Go to #25c	
		25c Do viable alternatives exist that would utilize vegetative screening between wilderness boundary or designated non-motorized area?	Y	Stipulate - Go to #25e	
			N	Go to #25d	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS		REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
		25d	Do viable alternatives exist that would situate topographic features between proposed trail and wilderness area or designated non-motorized area?	Y	Stipulate - Go to #25e	✓
				N	Go to #25e	
		25e	Does proposal include trails on or adjacent to established cc ski trails?	<input checked="" type="radio"/> Y	Go to #25f	✓
				N	Go to #26	
		25f	Are there viable alts. that would avoid placement of proposed trails on or adjacent to cc ski trails?	Y	Stipulate - Go to #26	✓
				<input checked="" type="radio"/> N	Go to #26	25f
	Signing	26	Has signing program been established that would warn snowmobilers of shared use areas, wilderness boundaries, intersections, etc?	<input checked="" type="radio"/> Y	Go to #27	✓
				N	Stipulate - Go to #27	Appendix L
	Speed Limits	27	Does proposed trail go through residential areas or areas of particular sensitivity?	Y	Go to #27a	✓
				<input checked="" type="radio"/> N	Go to #28	

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

DISCIPLINE	APPLICATION REQUIREMENTS	REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	✓
		27a Has applicant established appropriate speed limits or hourly restrictions in areas of sensitivity?	Y	Go to #28	
		28 Has applicant proposed public awareness plan that includes consideration for residential and sensitive areas?	(Y)	Go to #29	✓ 28
			N	Stipulate-Go to #29	Appendix L
Issue 8 Law Enforcement		29 Has applicant provided law enforcement report from DFW&P Region Warden Captain and/or land managing agency identifying documented snowmobile trespass on private lands and/or wilderness areas caused by adjoining or nearby funded trail and proposal for addressing such violations?	(Y)	Go to #30	✓
			N	Stipulate - Go to #30	29
Issue 10 Changes in Aesthetic Values	Litter Remediation	30 Has applicant included a trash receptacle location, placement and management strategy?	Y	Go to #30a	✓
			(N)	Stipulate - Go to #30a	30

**ENVIRONMENTAL REVIEW CRITERIA  
MONTANA SNOWMOBILE GRANT PROGRAM**

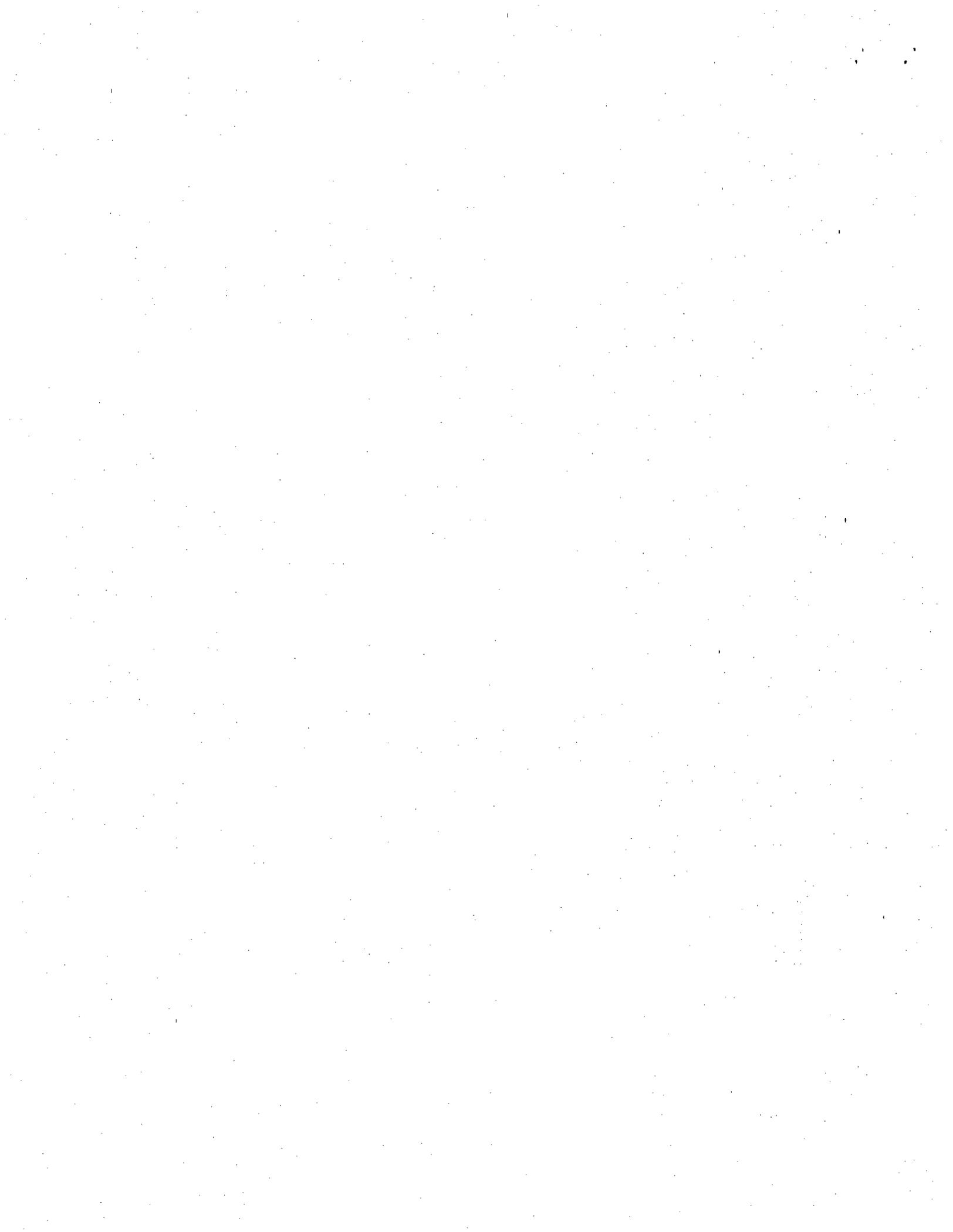
DISCIPLINE	APPLICATION REQUIREMENTS		REVIEW CRITERIA	Y/N (Circle 1)	REQUIRED ACTION	
		30a	Has applicant proposed "pack-it-in pack-it-out" type signing strategy?	<input checked="" type="radio"/>	Go to #30b	<input checked="" type="checkbox"/>
		30b	Has applicant satisfied questions 25 - 29?	<input type="radio"/>	Stipulate - Go to #30b	<input checked="" type="checkbox"/>
	Trail Location Strategies	31	Have all appropriate boxes in right-hand column been checked?	<input checked="" type="radio"/>	Go to #31 Go to #25 Env. considerations approved	<input checked="" type="checkbox"/>
				<input type="radio"/>	Take appropriate actions until all boxes are checked	<input checked="" type="checkbox"/>

## ENVIRONMENTAL REVIEW CRITERIA COMMENTS

- 3a, 6a. Alternative #5 includes an expansion spur; however, Alternative #4 is the Preferred Alternative which does not include expansion.
- 3h. Decision notice will be prepared by FWP after the public comment period.
10. See 9a and 9c. There are no known areas of insufficient snowcover or summer wet meadows.
- 15e. Harlequin duck is in an area adjacent to the trail; however, they are not in the area during the winter months.
- 15f. The trails are groomed from December 1 through March 15. Tuchuck and Seaton-Thomas, Proposed Wilderness Areas, are open to motorized use from December 1 through March 30 (see Appendix L).
- 22c. No additional employees needed.
- 24b,24c. There is no private property located along the groomed trail.
- 25a. There are no designated Wildernesses. There are Wilderness Study Areas and Proposed Wilderness Areas; however, snowmobile use is presently permitted in these areas.
- 25f. A cross country ski trail is established adjacent to the Birch Creek Trailhead. It is not groomed for the skiers, therefore, they use the groomed snowmobile trail to reach their points of designations.
28. The county plows Graves Creek Road through private lands and ungulant winter ranges for residential use and school bus routes.
29. There are no documented reports or complaints regarding the groomed trail itself. There have been a number of complaints that the groomed trail provides greater access for snowmobilers into the Wilderness Study Area, and that it promotes increased use to this area. No action has been taken because the Forest Plan permits snowmobiles into the area.
- The only other complaint was the swath of trees that was cut down from the end of one of the trails creating easy access into the study area. This was done during summer months. The guilty person/persons have never been found. A sign is placed at each end of the swath stating that snowmobile use is prohibited along this cleared area.
30. See 30a. Pack-It-In, Pack-It-Out

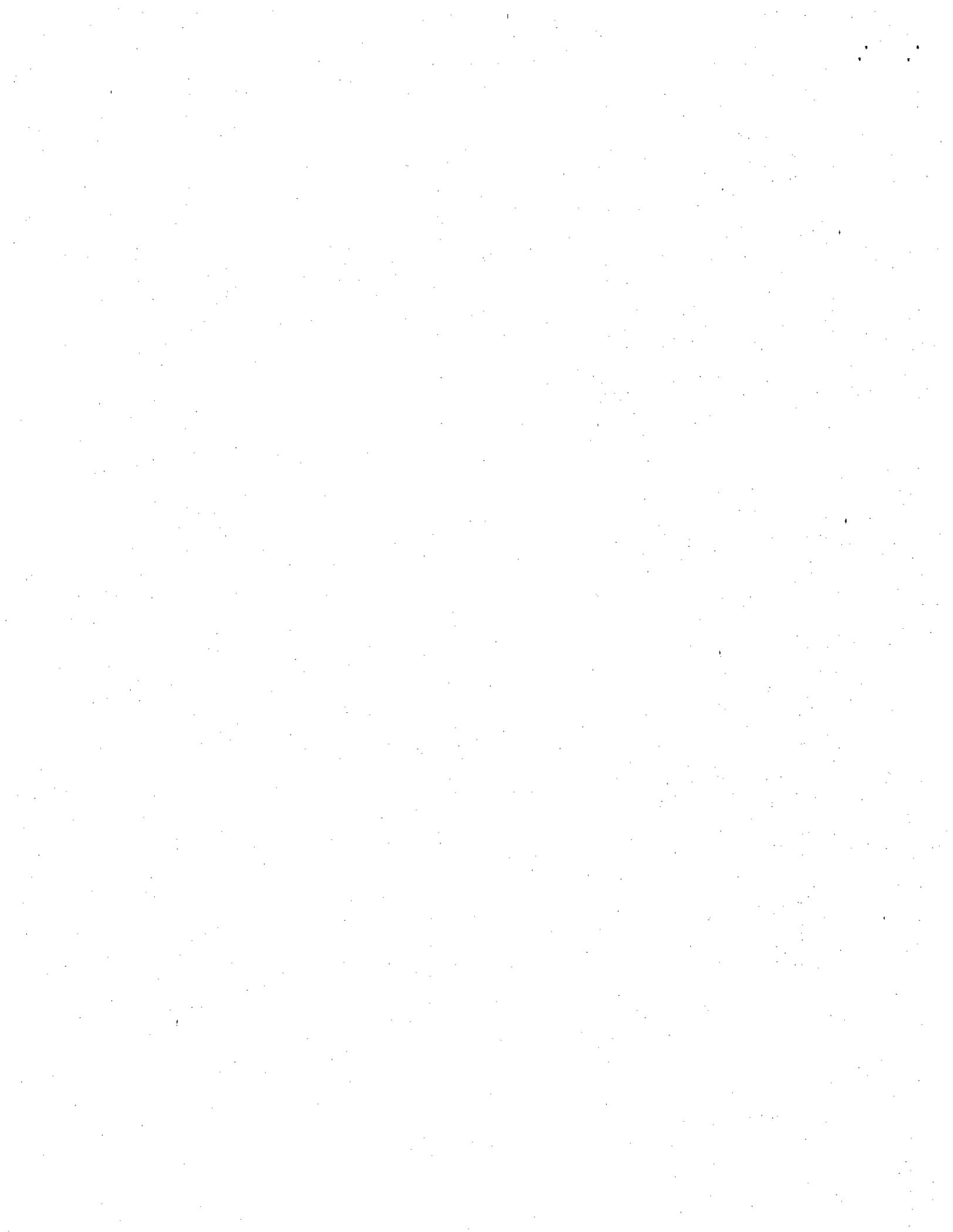
# APPENDIX A

July 20, 1995 Attendance List



TEN LAKES SNOWMOBILE TRAIL  
JULY 20, 1995

NAME	ADDRESS	PHONE	ORGANIZATION
Mark L Johnson	Box 7385 Kaysville 59904	257-8733	MWA
Leo & Marguerite	Box 190 Eureka 59917	296-3667	Ten Lakes Snowmobile
Robert & Judy Perkins	Black Horse Rd. Roland 59930	887-3389	Ten Lakes Snowmobile Club
J. J. J.	Box 525 Eureka	882-4670	Ten Lakes Snowmobile Club
Roy Bookendil	Box 434 Eureka	296-3685	Ten Lakes Snowmobile Club
Art West	Box 1225 Eureka - Mt.	296-3344	Ten Lakes "
Janet Kellner	Box 116 Forting, MT	882-4451	US Forest Service
Jessie Palmer	Box 466 Eureka, MT	296-2167	Ten Lakes Snowmobile Club
Bernice Emme	Box 281 Trego, MT	882-4628	— Annual Citizen
Herb & Marie Clark	Box 146 Trego, mt	882-4657	Ten Lakes
Sam M. Smith	Box 131 Fortine	882-4674	Ten Lakes
Ally Woods	P.O. Box 922 Eureka, MT	889-3657	Conservation Citizen
Tim Thier	P.O. Box 52 Trego	882-4697	—
Rick Kert	Gen. Delivery, Polebridge	882-4451	Concerned citizen
Pom Collins	P.O. Box 142 Trego, mt 59930	882-4359	TVRG
Wayne Washington	365 Summit St., Kal. 59901	752-2916	Consultant

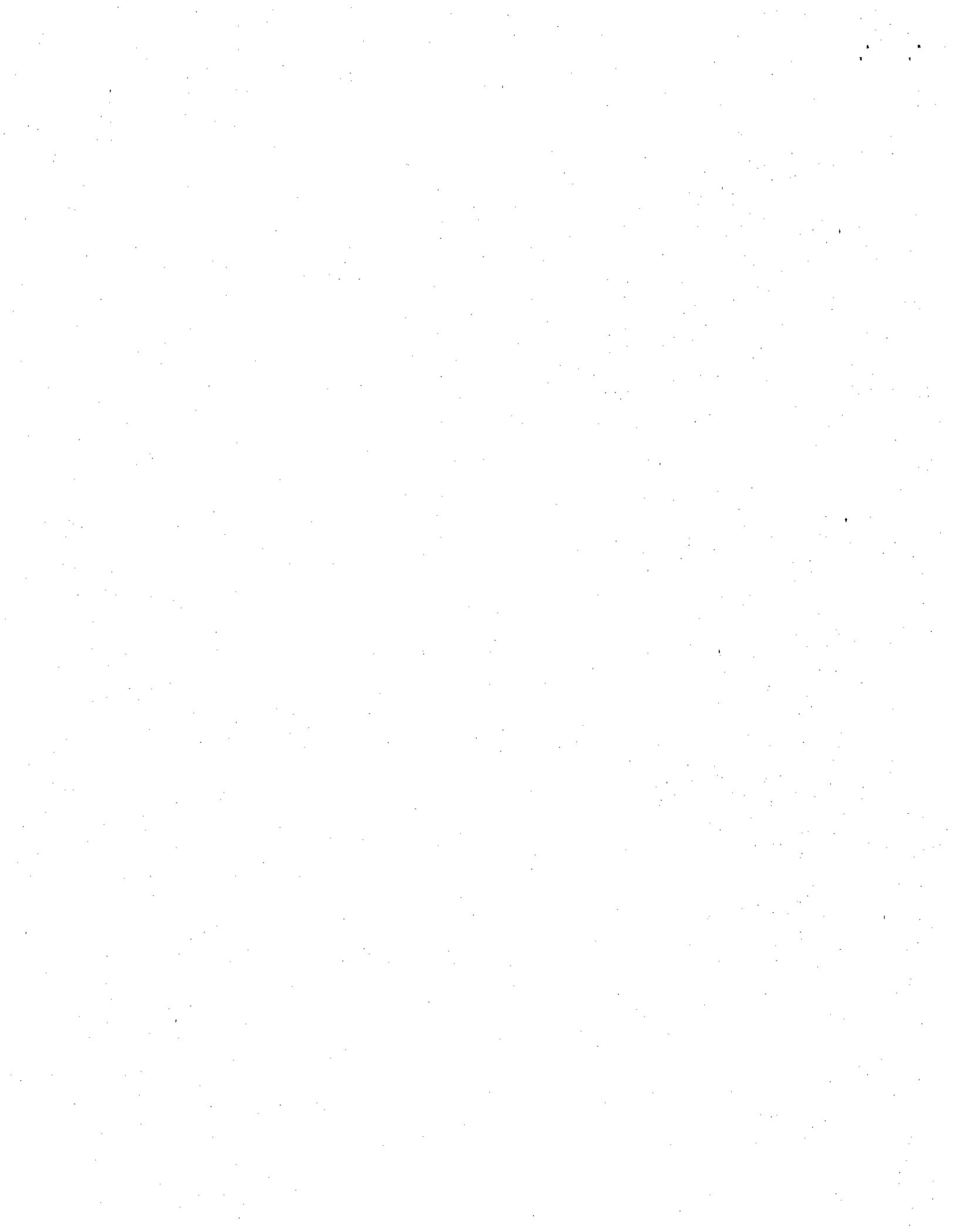


## **APPENDIX B**

**List of Interested Parties**

**Sample of Letter Sent to Interested Parties**

**Copy of News Release**



Mailed 07/06/95 to:

PRESIDENT  
STOLTZ LUMBER  
PO BOX 1411  
COLUMBIA FALLS MT 59912

STEVE THOMPSON  
MONTANA WILDERNESS ASSOCIATION  
43 WOODLAND PARK DR #9  
KALISPELL MT 59901

EUREKA CHAMBER OF COMMERCE  
BOX 1690  
EUREKA MT 59917

BACK COUNTRY HORSEMEN  
CORELLEN BARNETT PRESIDENT  
PO BOX 1192  
COLUMBIA FALLS MT 59912

MONTANANS FOR MULTIPLE USE  
DAVID THOMPSON PRESIDENT  
PO BOX 7484  
KALISPELL MT 59904

BRUCE VINCENT  
CITIZENS FOR A GREAT NORTHWEST  
5957 CHAMPION ROAD  
LIBBY MT 59923

PRESIDENT  
FLATHEAD WILDLIFE INC  
PO BOX 4  
KALISPELL MT 59903



**Montana Department  
of  
Fish, Wildlife & Parks**



490 N. Meridian  
Kalispell, MT 59901  
(406) 752-5501  
Fax: (406) 257-0349  
Ref: MW002.96  
July 3, 1995

President  
Flathead Wildlife, Inc.  
P. O. Box 4  
Kalispell, MT 59903

Dear Interested Party:

The Ten Lakes Snowmobile Club is conducting a meeting on July 20, 1995 from 7:30 to 9:00 p.m. in the meeting room at Jerry's Saloon in Fortine, Montana. The purpose of this meeting is to acquire comments from individuals and organizations on the continued grooming of the Ten Lakes Snowmobile Trail system east of Eureka, Montana.

Montana Fish, Wildlife & Parks (FWP) provides funding for grooming of this trail. In order to continue this program the club is required to develop an environmental assessment on the trail system. A programmatic Environmental Assessment was developed by FWP in September, 1993, with trail specific assessments being the next phase of this project.

You are invited to attend this scoping meeting to present any comments or papers you may have regarding issues raised by this project. Written comments will be accepted through July 28, 1995, and can be mailed to Ten Lakes Snowmobile Club, Fish, Wildlife & Parks, 490 N. Meridian Rd., Kalispell, MT 59901.

Sincerely,

*Wayne Worthington*  
Wayne Worthington, Consultant  
Ten Lakes Snowmobile Club

MJW/nb

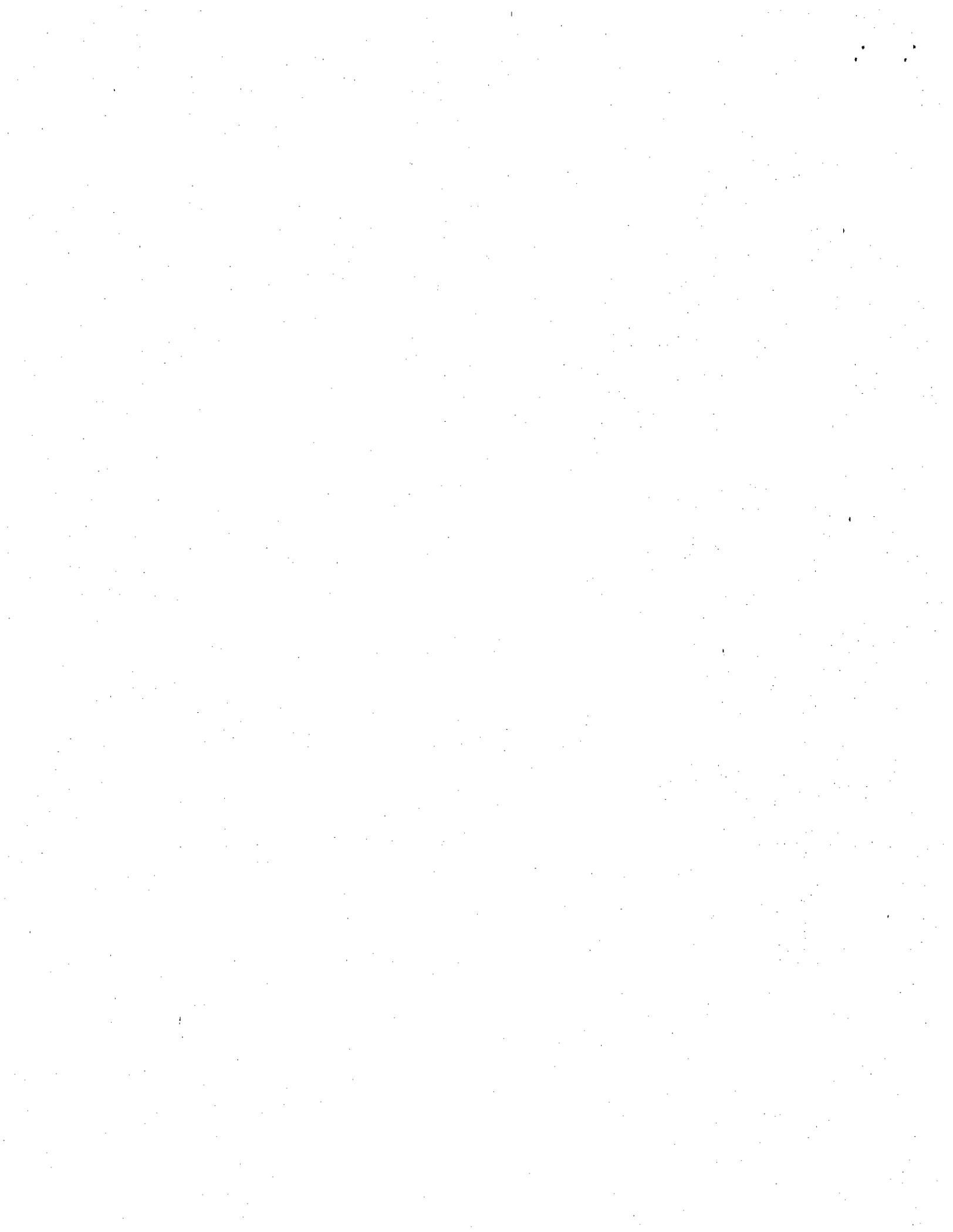


## NEWS RELEASE

The Ten Lakes Snowmobile Club is conducting a scoping session to obtain input from individuals and organizations on the grooming of the Ten Lakes snowmobile trail east of Eureka, Montana. This input will be incorporated into a environmental assessment on this grooming effort.

Montana Fish, Wildlife & Parks provides grants for grooming this trail, and as part of this grant the club must develop an environmental assessment on their specific groomed trails.

The scoping meeting will be held at Jerry's Saloon in Fortine, Montana from 7:30 to 9:00 p.m. on July 20, 1995.



## **APPENDIX C**

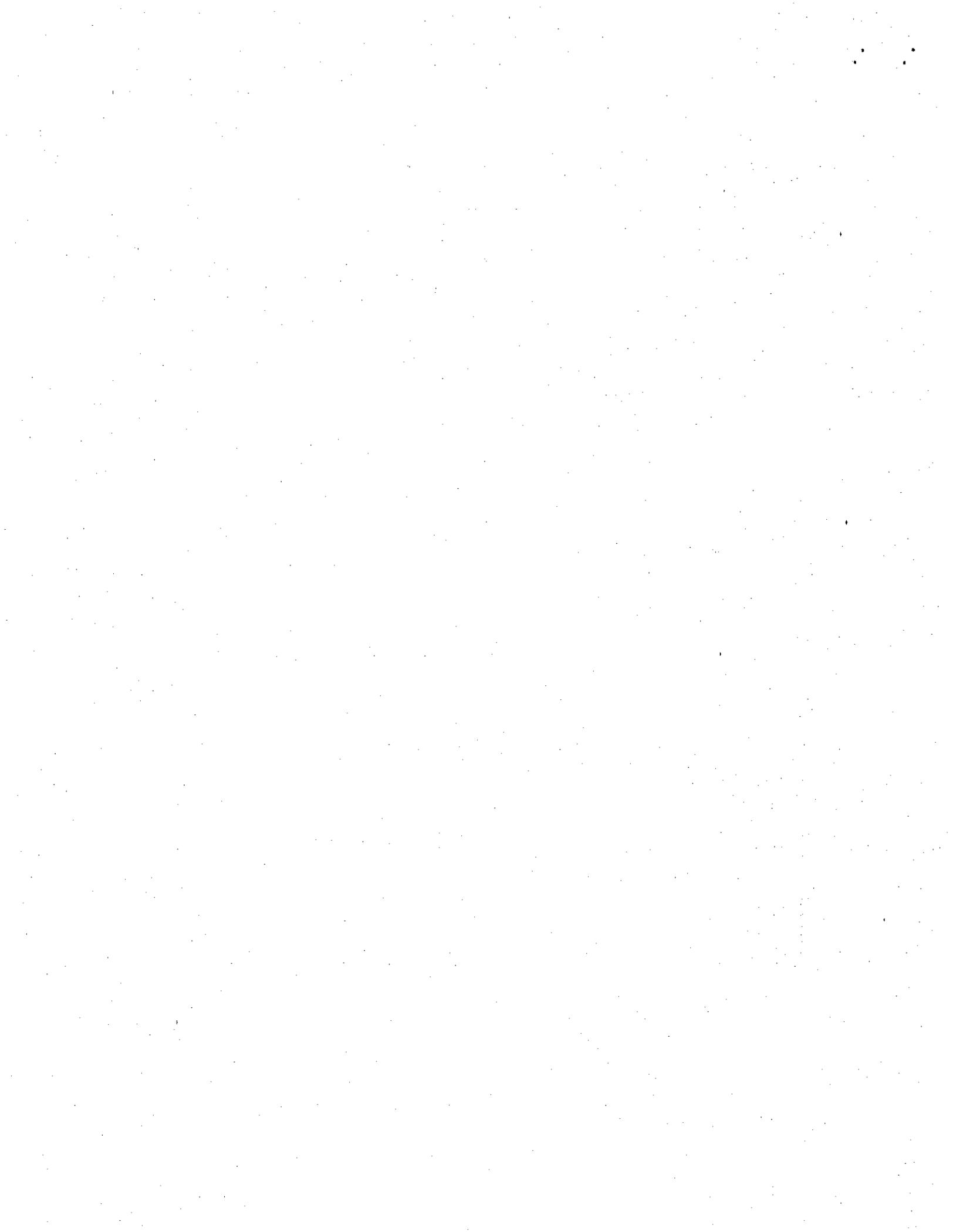
**Letter Received from Montana Wilderness Association**

**Letter Received from Steve Thompson**

**Letter Received from Stoltze Land & Lumber Co.**

**Letter Received from Pom Collins (Tobacco Valley Resource Group)**

**Letter Received from T. R. Kilner**





# MONTANA WILDERNESS ASSOCIATION

July 28, 1995

Marty Watkins  
Montana Department of Fish, Wildlife & Parks  
ATTN: TEN LAKES SNOWMOBILE CLUB E.A.  
490 North Meridian  
Kalispell, MT 59901

Re: Ten Lakes Snowmobile Club EA

Dear Marty:

We are addressing this letter to the Montana Department of Fish, Wildlife and Parks instead of the Ten Lakes Snowmobile Club as it is the Montana Wilderness Association's interpretation that the Department is responsible for conducting the environmental assessment (see, for example, page 5 of Pat Graham's November 18, 1993 Record of Decision).

In preparing a grooming system for the Ten Lakes area, the Montana Wilderness Association submits the following comments.

Cumulative Impacts on Forest Service Recommended Wilderness - Issue #15. Issue #15 of the Record of Decision dated November 18, 1993 explicitly states that the Department "will continue to consider and monitor cumulative impacts of funded projects to ensure compatibility with cultural and natural environments."

At the present time, there exists an illegal snowmobile swath leading from existing groomed trails (i.e., Stahl Creek drainage and Graves Creek drainage) going up over Therrault Pass, making a loop for snowmobilers. The fact that the trails are groomed to the end of the road(s) encourages illegal activities in the wilderness study area. In addition to being illegal, the swath ~~interfered with existing cross~~ country ~~country~~ of the Therrault Pass area. These items, as well as impacts upon ~~endangered and sensitive species~~, must be taken into consideration when preparing the E.A.

The Montana Wilderness Association takes a hard line stance on the issue of snowmobile use impact on recommended wilderness. As cumulative impacts exist on adjacent recommended wilderness because of the groomed trails, ~~the Stahl Creek and Clarence Creek trails must be eliminated from the grooming system, and the Grave Creek trail must be routed elsewhere.~~

C-1

Over, Please

Flathead Chapter MWA • P.O. Box 543 • Kalispell, MT 59903-0543

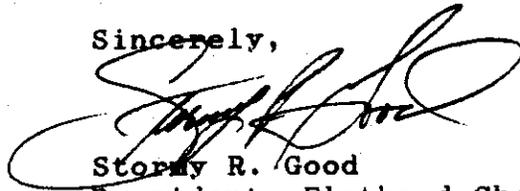
2. Involvement of U.S. Forest Service as Joint Lead Agency and Consultant - Issue #9. The U.S. Forest Service must be involved in the grooming system, period. The existing groomed trails lead snowmobilers right into Forest Service Recommended Wilderness. Site specific NEPA review needs to be conducted in tandem with MEPA review, on public land included and outside the grooming system.

The Forest Service must be involved in analyzing the effects of the grooming system and deciding its appropriateness to ensure protection of wilderness characteristics, as well as ensuring protection of caribou, lynx, wolverine and grizzly bears.

Another element which must be dealt with by the U.S. Forest Service and MDFW&P is closure of the Ten Lakes groomed trail system after ~~April 1st~~ of each year for grizzly bear and other big game protection. To simply discontinue grooming after April 1st does little to discourage snowmobile use of the area at a time when grizzly bears and other big game are most vulnerable. Consideration must also be given to wolverine, lynx and caribou habitat. The trail system must be closed to all snowmobile activity after April 1st of each year.

The Montana Wilderness Association appreciates the opportunity to submit comments on the Ten Lakes Snowmobile Club E.A. Please submit this letter into the official record on the Ten Lakes Snowmobile Club E.A.

Sincerely,



Stormy R. Good  
President, Flathead Chapter  
MWA State Council Member

Steve Thompson  
43 Woodland Park Dr. #9  
Kalispell, MT 59901

July 28, 1995

Marty Watkins  
Montana Department of Fish, Wildlife and Parks  
490 N. Meridian  
Kalispell, MT 59901

Re: Ten Lakes Snowmobile Club EA

Dear Marty,

Please consider these comments for the Ten Lakes grooming system. I like to use the Ten Lakes area in all seasons, and I have snowshoed, cross-country skied, hiked and camped in the area. I also am the Kalispell field representative for the Montana Wilderness Association. I am writing this as an individual MWA member rather than on behalf of the organization. I believe Flathead Chapter President Stormy Good will be doing that.

My reading of Pat Graham's November 18, 1993 Record of Decision on the Montana Snowmobile Grant Program EIS is that the department is responsible for completing the EA and making the final decision on the site-specific grooming projects. Allowing the Ten Lakes Snowmobile Club to complete the EA is akin to the Montana Wilderness Association preparing a Forest Plan EIS roadless evaluation and wilderness recommendation instead of the Forest Service. There is an obvious conflict of interest. The authority must lie with the Department, and you should use funding provided through the gas tax diversion for this purpose.

To the best of my knowledge, the Forest Service has never done a NEPA evaluation of the Ten Lakes groomed snowmobile trail system. For this reason, we called upon the Department to coordinate with the Forest Service as a joint lead agency on the programmatic EIS and site-specific plans. Director Graham's decision as well as state and federal law provides for joint NEPA/MEPA review at the site-specific level. I believe this environmental assessment should be jointly conducted with the Forest Service. There is no doubt that a groomed trail system increases motorized use of the area, including the Forest Service recommended wilderness. The existence of a groomed trail system triggers tourism promotion opportunities, environmental impacts and other cumulative effects and connected actions that the Forest Service and MDFWP must consider. A revised and more detailed scoping notice should be sent to the Fortine Ranger District's standard NEPA list. I know that there are people and organizations on that district NEPA list that are interested and concerned about this issue who have not been notified nor would have any reasonable means of knowing

about this current process.

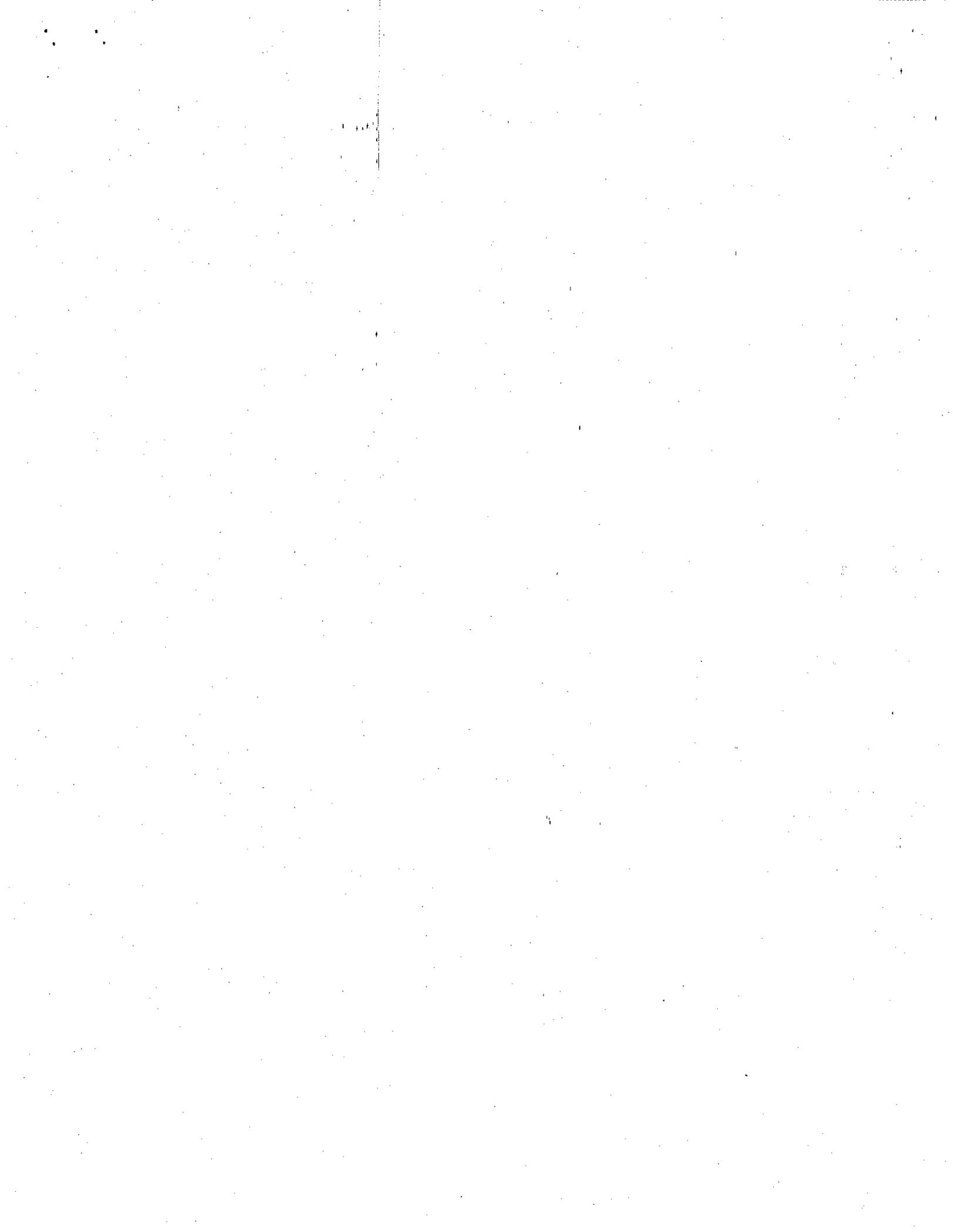
Among the cumulative impacts and connected actions of the existing program have been the clearing of an illegal snowmobile swath in the Therriault Pass area within the Wilderness Study Area and Forest Service recommended wilderness. Additionally, the groomed trail has facilitated increased snowmobile use to the detriment of wilderness values such as solitude, quiet trail recreation and wildlife. ~~However, the record is clear that existing uses shall not increase in magnitude so as to detract from wilderness values. The connected and cumulative impacts on the recommended wilderness area is a central issue that must be addressed. Director Graham's decision (Issue 15 and 17) specifically states that cumulative impacts and secondary impacts in the "surrounding area" must be analyzed and considered in the decision-making process.~~

The Grave Creek, Stahl and Clarence spurs are excellent cross-country ski areas, and it is inappropriate that all of these have been overrun by motorized vehicles in the winter. I have been passed at unsafe rates of speed by snowmobiles on these trails and didn't appreciate the noise and smelly fumes. And, of course, even the proposed wilderness is not available for quiet recreation in the winter. The Department should give equal consideration to non-motorized users in this plan, and don't let the tail of the snowmobile club wag the dog of MDFWP's wildlife and recreation programs.

Speaking of wildlife, which remains MDFWP's top responsibility, I have significant concerns about the impacts on wildlife of extensive snowmobile trails and off-trail use in the Ten Lakes. ~~The area proposed as wilderness habitat is a highly sensitive area.~~ During a ski outing in the Ten Lakes area that included MDFWP biologist Jerry Brown, we identified lynx tracks in the snow below Grave Creek road. There also is a wolverine population in the area. Anecdotal reports I heard second-hand from a trapper that uses the Ten Lakes area indicate that wolverines flee areas used by snowmobiles. More scientific evidence of this same aversion to snowmobiles by wolverines is coming out of central Idaho. Tim Thier of your department undoubtedly is aware of this research in the Sawtooth Mountains and can assist your analysis of this issue.

In addition, caribou have been known to use the Ten Lakes area. It seems reasonable to surmise that snowmobile use in caribou winter and spring range could drive this endangered species from its preferred habitat. Please discuss and analyze this issue in the EA.

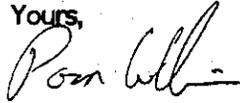
Finally, spring use of the Ten Lakes area has the potential to disturb grizzly bear families just as they are emerging from their dens. Jerry Brown of your department has told me of aerial flights over the Ten Lakes in which he saw fresh grizzly tracks crisscrossed by fresh snowmobile tracks. Tim Manley and Rick Mace of your department have addressed this situation in the Swan Range. I have enclosed an August 8, 1991 letter from your department to the Forest Service regarding their findings.



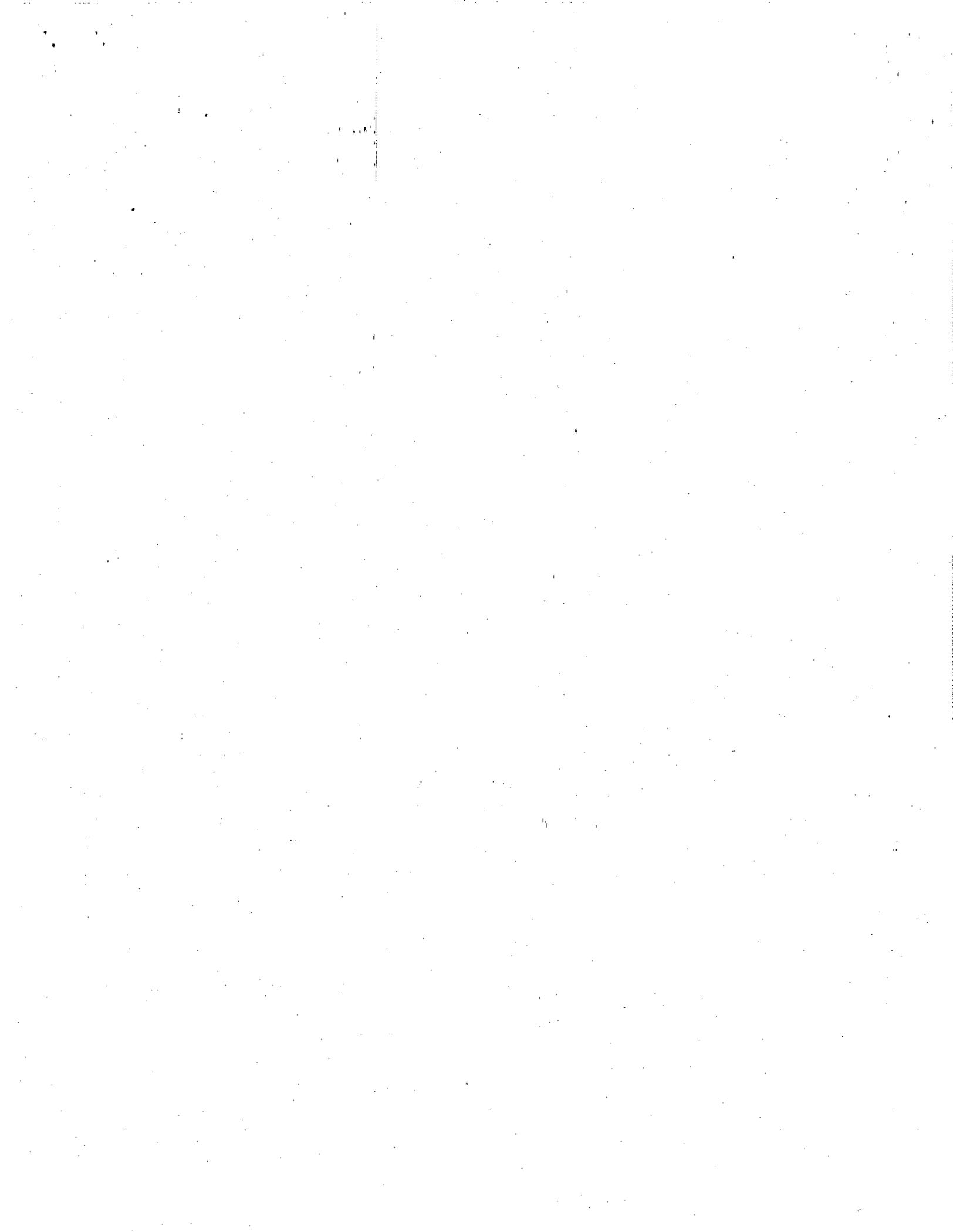
let us try to control the damage and ill feelings that these machines and this segment of the public creates.

Thank you for this opportunity to comment.

Yours,



Pam Collins  
Tobacco Valley Resource Group  
PO Box 1529  
Eureka MT 59917



Marty Watkins  
M D F W P  
490 N. Meridian -  
Kalispell Mt 59901

7/30/95

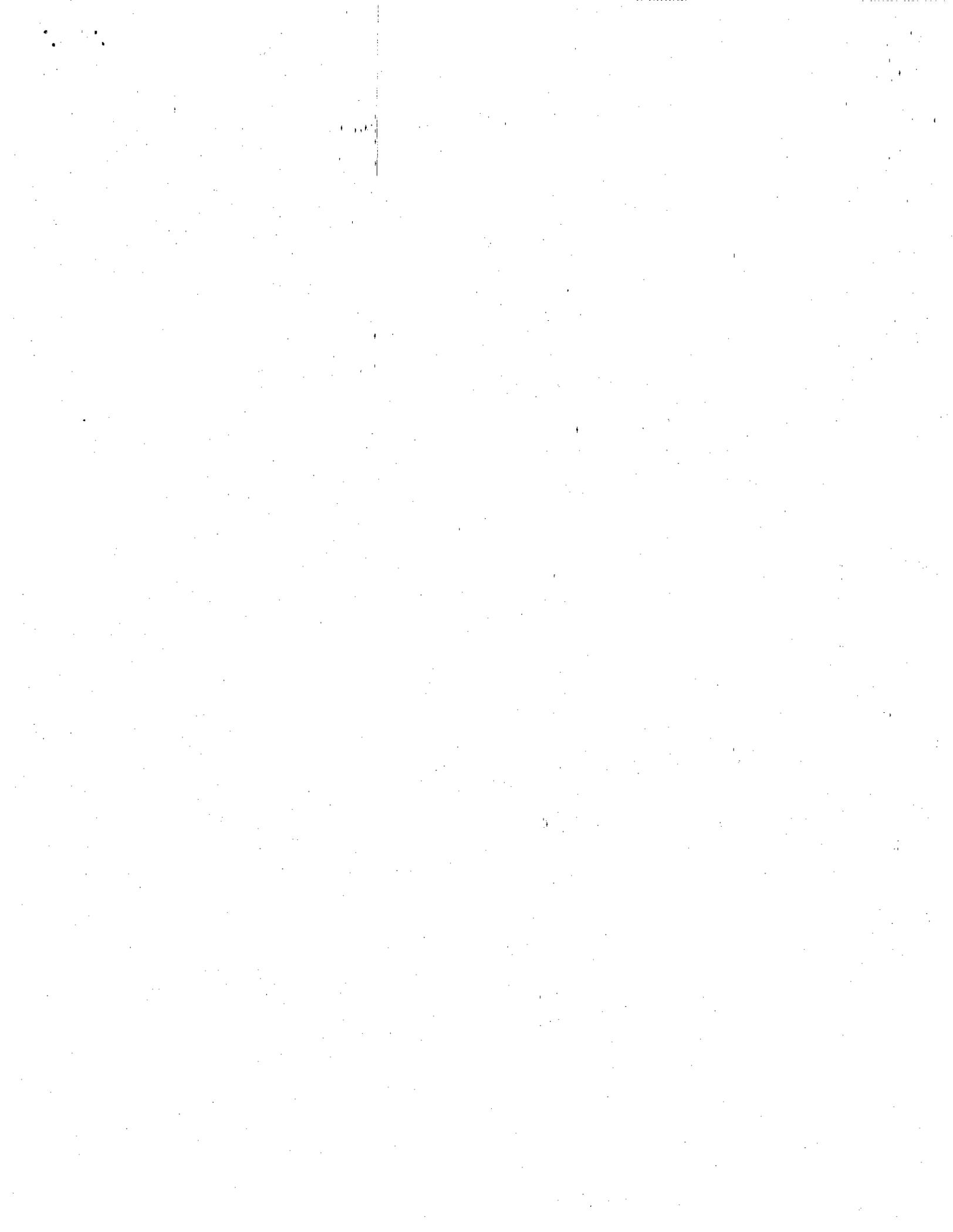
Dear Ms. Watkins,

I am sending these comments for consideration regarding the snowmobile trail grooming program in the Ten Lakes area and Graves Creek.

Let me first say that I personally feel that snowmobiling has gotten completely out of hand in the back country areas accessed by these existing trails. If it were my property snowmobiling would be forbidden. Period. I realize however that this is a matter for public debate, and that regulated or not snowmobiling will continue. I therefore am generally in favor of Alternative 3 as drafted in the Montana Snowmobile Grant PEIS. In particular a lot needs to be done to educate the snowmobile clubs, snowmobile related businesses, and the snowmobiling public about how obnoxious their machines are to most back country users who are not on a snowmobile, and how they can mitigate that conflict by sticking to trails and schedules that are established.

Regarding the Ten Lakes area I think snowmobiling definitely needs curtailment and control for the following reasons.

1. There is conflict with other recreationists, particularly cross country skiers, back country skiers, and snow shoers, in areas that are accessible on foot for day trips. I am referring in particular to the Stahl Cr trail. I have a great concern that the Therriault pass trail will start getting snowmobile traffic as other areas get filled up too. Back country recreationists do not want to spend all day getting out where there is peace and quiet, where the air is clean, and you can hear the wind, only to spend the day being passed by noisy, smelly machines. Snowmobilers need to realize this. Furthermore I think the snowmobile club should give up usage of those few trails that are accessible on foot, i.e. Stahl Cr. It is, simply put, not fair that snowmobiles have use of all the best and most accessible areas given that there is inherent conflict between snowmobile use and other recreational use. I would advocate closing the Stahl Cr trail and finding another suitable area to groom where there will be less conflict.
2. Snowmobile groomed trails are only the tip of the iceberg when it comes to impact. The real impact of snowmobiles begins where the groomed trails end. In the winter and spring the areas accessed by these trails are completely crisscrossed by snowmobile trails, overrun. To pretend that these tracks don't affect wildlife, particularly in the spring, spring run off patterns, spring vegetation, is sticking your head in the snow. These effects are not well understood biologically. In no way can we say that we know there are no effects. I feel that part of the funding for this program needs to go into further research on these impacts and the biology of high altitudes. In the mean time snowmobilers should be educated and constrained to stick to the groomed trails and stay out of the woods. These wider impacts, after the groomed trailhead, are by necessity part of the impact of the trails and must be considered in any EA.
3. One wildlife effect that is well known but currently not acted on in the Ten Lakes area is Grizzly Bear springtime emergence. This EA needs to look closely at overall snowmobile impact on grizzlies. It is the opinion of bear biologists that where there is potential bear impact that snowmobiling be closed after April first. I would strongly favor such a policy. In addition the USFS needs to be involved with the study as well as the enforcement of these restrictions.
4. There are snowmobiles operating for recreation in our area 10 months out of the year. This is not just "wintertime" recreation. Wildlife effects need to be examined from that point of view.
5. This grooming program is political pork. I don't really see why gas taxes should go to recreationists at all. This is of course a matter for the legislature to redress. In the mean time





## F.H. STOLTZE LAND & LUMBER CO.

### **Lumber Manufacturers**

Box 1429 • COLUMBIA FALLS, MONTANA 59912  
PHONE (406) 892-3252 • FAX (406) 892-1612

July 24, 1995

Ten Lakes Snowmobile Club  
Fish, Wildlife and Parks  
490 N. Meridian Rd.  
Kalispell, Mt. 59901

SUBJECT: Ten Lakes Snowmobile Trail Programmatic EA

I would like to offer the following comments on the above mentioned EA.

You make note that Montana Fish, Wildlife and Parks (FWP) provides funding for grooming of the Ten Lakes Snowmobile Trail. I believe this is an erroneous statement, in that, the funding comes from taxes levied on snowmobiles, accessories and fuel. The FWP is only a middleman and acts as a banker from which the monies are passed on for signing and grooming of the trails.

I would like to see all grooming activities passed onto the snowmobile club to either do themselves or to contract the work out to a third party.

One area of concern that needs to be resolved is the increasing use of groomed trails by cross-country skiers. This activity is leading to increased confrontations between those who pay for their activities (snowmobiles) as opposed to those who benefit by using the groomed trails and pay nothing (cross-country skiers). I would like to see the Forest Service or FWP kick some money into the local snowmobile clubs to build small groomers, which the snowmobile clubs could pull behind a snowcat. These small groomers would build cross-country trails next to groomed snowcat trails. These twin-tracked trails would be used by skiers. While this might not solve all the problems, it would help to alleviate some recurring events. Proper signing at the trail head would help to eliminate most of these problems.

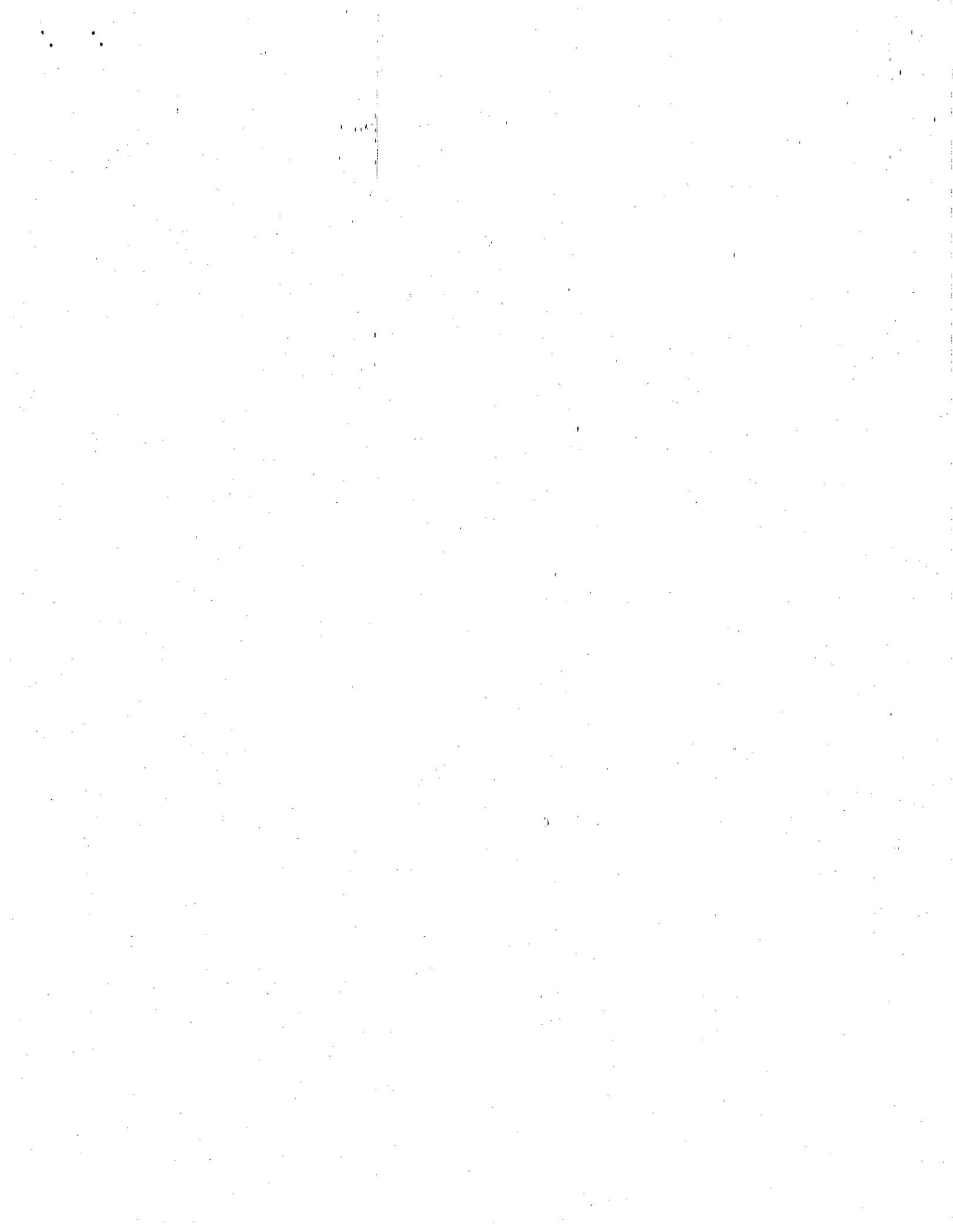
Thank you for the opportunity to make comments on this proposal.

Sincerely,

F. H. STOLTZE LAND & LBR CO.

  
Floyd McCubbins  
Forester

FMCC/hl



A joint Forest Service/MDFWP decision on the Ten Lakes snowmobile situation must include an area and trail closure of April 1 to avoid conflicts with grizzly bears emerging from dens. Grizzlies are a major wilderness resource in the Ten Lakes, and any state or federal actions that has an adverse impact on bears would be in violation of the congressional Montana Wilderness Study Act.

Finally, we would like to see more of the state's financial resources set aside for snowmobile programs redirected to law enforcement in the Ten Lakes area. In addition to the illegal swath, our members have reported use by snowmobiles without proper licences and tags. To our knowledge, these violations have been reported to the department but no enforcement actions have resulted.

Quite frankly, we believe there are numerous, more appropriate places for groomed snowmobile trails in northeastern Lincoln County, places that would be more conducive to family and tourist use. I suggest that the Department consult with the Forest Service about better places to conduct its motorized winter programs.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Thompson". The signature is stylized and cursive, with a large initial "S" and "T".

Steve Thompson

managed in such a way as to  
preserve its Wilderness character -

Have you people never  
heard of Global Warming,  
air pollution - do you think  
we have an unlimited forever  
supply of recreational oil?

Why don't you go manage  
some Fish Wildlife & Parks

If you want to manage  
motorized recreation why not  
with your own time & money  
& resources sponsor a  
'demolition derby' or something  
equally intelligent.

T. R. Kilmer  
621 2nd Street  
Helena  
59601

27 July 95

Ten Lakes Snowmobile Club

---

- ① Fish Wildlife - Parks has no business dealing in motorized recreation.
- ② Snowmobiles emit 1000x the pollution of automobiles used for transportation.
- ③ if you like motorized recreation you must have loved it week of the Exxon Volger.
- ④ 90% of the outdoor recreation in Montana is Non-Motorized.
- ⑤ 70% of Montana residents oppose more spreading of noisy motorized recreation on N.F. lands.
- ⑥ How can you justify burning oil recklessly in selfish, noisy, conspicuous non-Ferrous wreckreation snowmobile!
- ⑦ The Ten Lakes area should be wilderness. till such designation it should be

# APPENDIX D

August 10, 1995 Attendance List



MEETING: Ten Lakes Snowmobile Club

DATE: Aug. 10, 1995

NAME	ORGANIZATION REPRESENTED (IF ANY)	ADDRESS	PHONE #
1. <u>Wagner Washington</u>	<u>Conservation</u>	<u>365 Seward Hwy. No. 101, 19901</u>	<u>406-752-2966</u>
2. <u>Mike Plankin</u>	<u>TEN LAKES SNOWMOBILE CLUB</u>	<u>310 SEAFORD</u>	<u>405-887-3389</u>
3. <u>Butch Curran</u>	<u>Ten Lakes Snowmobile Club</u>	<u>P.O. Box 171 Sinter</u>	<u>408-882-4074</u>
4. <u>Margy Jackson</u>	<u>Ten Lakes Snowmobile Club</u>	<u>Box 190</u>	<u>406-296-2667</u>
5. <u>Dee Jackson</u>	<u>Ten Lakes Snowmobile Club</u>	<u>Box 191</u>	<u>296-2667</u>
6. <u>Jeremy Putney</u>	<u>Ten Lakes Snowmobile Club</u>	<u>Box 192</u>	<u>406-296-2667</u>
7. <u>Paul Hoover</u>	<u>Ten Lakes Snowmobile Club</u>	<u>Box 896</u>	<u>296-2315</u>
8. <u>Dutch Truman</u>	<u>Ten Lakes Snowmobile Club</u>	<u>Box 695</u>	<u>296-2676</u>
9. <u>Josh Yates</u>	<u>"</u>	<u>Box 510</u>	<u>889-3608</u>
10. <u>Gene Johnson</u>	<u>"</u>	<u>Box 882</u>	<u>296-3156</u>
11. <u>Don Carey</u>	<u>Self</u>	<u>Box 159 E. 4th</u>	<u>839-5351</u>
12. <u>Mary Carey</u>	<u>Self</u>	<u>Box 159 E. 4th</u>	<u>839-3331</u>
13. <u>David Hendry</u>	<u>Self</u>	<u>Box 12 S. 4th</u>	<u>886-4451</u>



MEETING: Ten Lakes Snowmobile Club Apr. 2

DATE: August 10, 1995

NAME	ORGANIZATION REPRESENTED (IF ANY)	ADDRESS	PHONE #
1. <u>Robert Townsend</u>	<u>SKRP</u>	<u>P.O. Box 347</u>	<u>296-2541</u>
2. <u>Geo Denton</u>	<u>Ten Lakes</u>	<u>Multiplace 7700 Pinkham</u>	<u>REXCORD HT 889-32</u>
3. <u>Dale Schmidt</u>	<u>TEN LAKES SNOWMOBILE CLUB</u>	<u>Box 1440 EUREKA</u>	<u>296-5248</u>
4. <u>Sammy Sell</u>	<u>Ten Lakes</u>	<u>Box 131 Fontina</u>	<u>882-4474</u>
5. <u>Kurt West</u>	<u>"</u>	<u>Box 1025 EUREKA</u>	<u>296-3344</u>
6. <u>DON FUECK</u>		<u>P.O. Box 1578</u>	<u>" 296-2255</u>
7. <u>Samy Penam</u>	<u>self</u>	<u>Box 754</u>	<u>889-3747</u>
8. <u>Rita Collins</u>		<u>PO Box 142 Tracy</u>	<u>882-1359</u>
9. <u>V. S. Lord</u>	<u>Self</u>	<u>2805 Sophie Ln</u>	<u>887-3372</u>
10. <u>John Lord</u>		<u>Sophie Ln Rd Eureka</u>	<u>59917</u>
11. <u>Dwelly Keller</u>		<u>Box 1151</u>	<u>FURKIN</u>
12. <u>Ann Penam</u>	<u>Ten Lakes</u>	<u>Box 1751</u>	<u>EUREKA</u>
13. <u>Soto Conrad</u>	<u>Ten Lakes</u>	<u>Box 1120</u>	<u>Eureka</u>



MEETING: Ten Lakes Association Club Pg. 3

DATE: August 10, 1995

ORGANIZATION REPRESENTED  
(IF ANY)

PHONE #

ADDRESS

296-2821

box 113

Ten Lakes

882-4359

PO Box 142

TURG

882-2646

Swack Creek mt

Ten Lakes

300 Hammond Rd. Keegan

Ten Lakes Association

882-4486

8554 Hwy 93 South

"

296-2685

Box 434

" " "

296-2428

Box 1488

589-3464

PO Box 1166

1 1 "

296-2114

P. Box 669

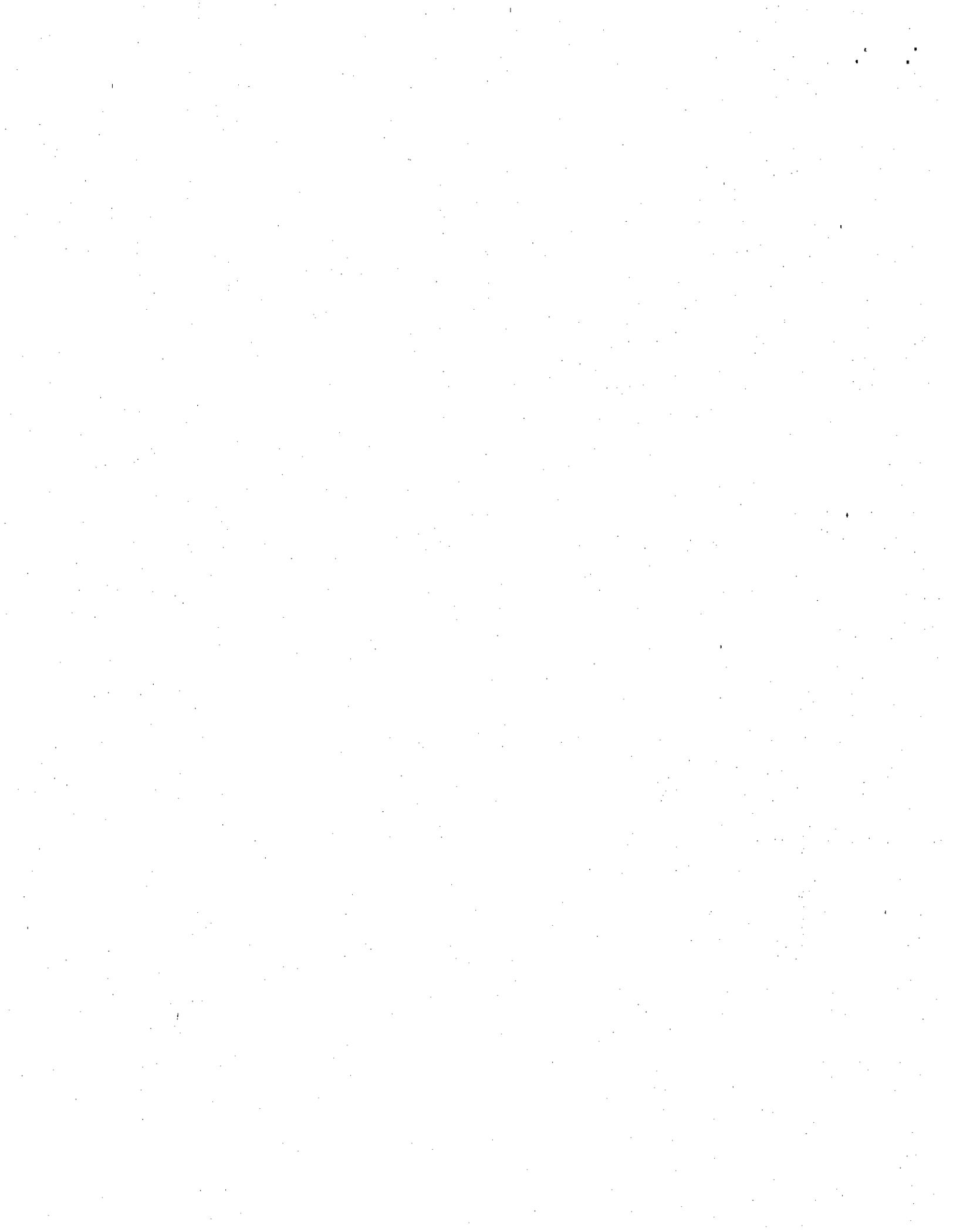
Citizen of Canada Co

296-2969

Box 583

Ten Lakes

EVERA MT



# APPENDIX E

## Avalanche Hazards



MESSAGE SCAN

To W.SPANG  
CC R.WILLIAMS  
CC T.PUCHLERZ

From: David Nesbitt  
Postmark: Feb 06, 91 9:58 AM Delivered: Feb 06, 91 9:58 AM  
Status: Certified  
Subject: Forwarded: Avalanche Evaluation

---

Comments:

From: David Nesbitt:R01F14D03A  
Date: Feb 06, 91 9:58 AM  
HERE ARE JON RESULTS FROM OUR EXPEDITION. LOOKS GOOD. IF YOU HAVE ANY  
MAJOR CHANGES LET ME KNOW AND I'LL UPDATE THE BUGGER AND GET IT BACK  
TO JON. THANKS

Previous comments:

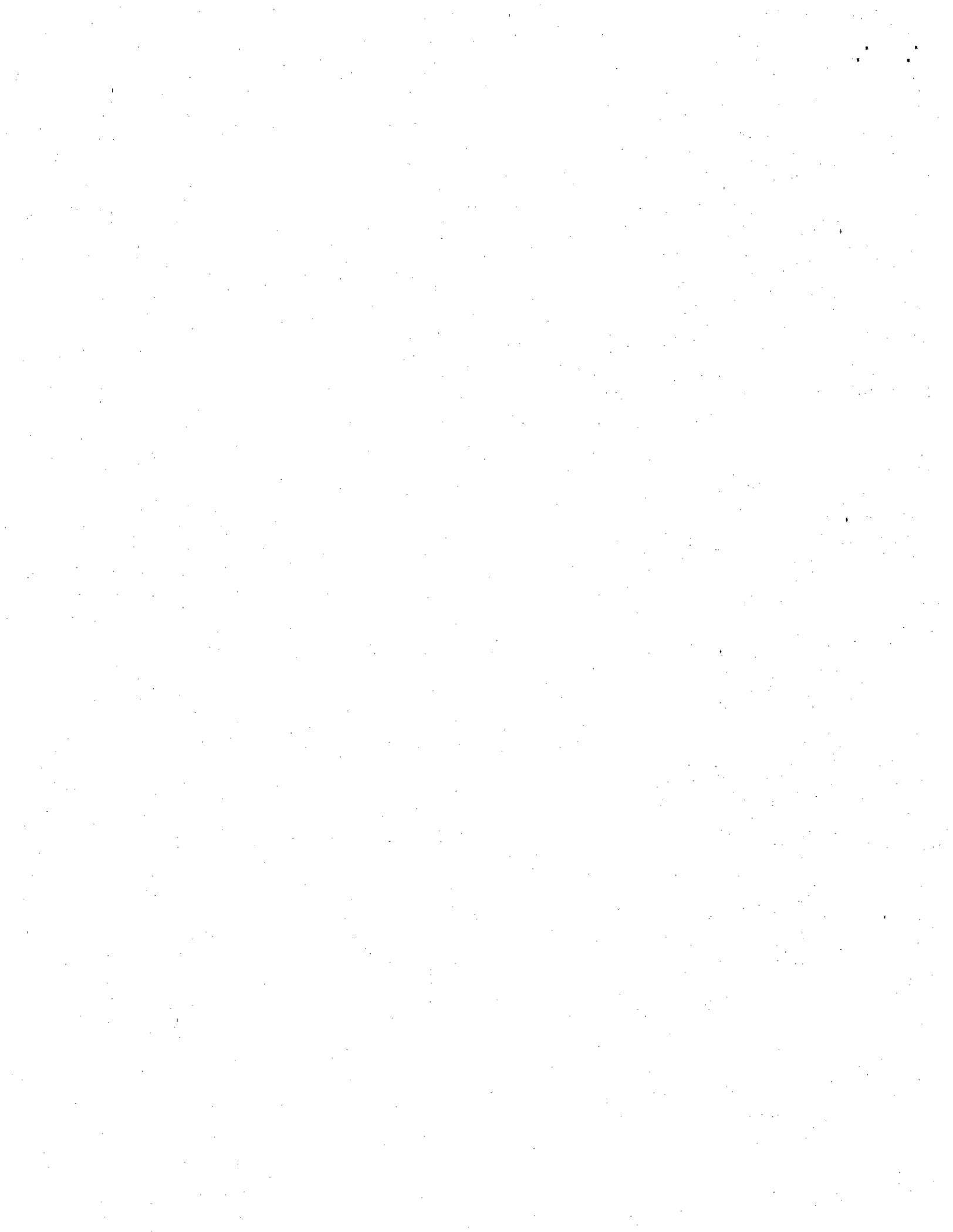
From: JON D. JERESEK:R01F14D05A  
Date: Jan 31, 91 3:13 PM  
Dave, Here's my idea on what documentation on our avalanche  
evaluation along your groomed snowmobile routes should look like.  
Please review it. Make any changes you feel are needed, then send me  
a copy of your "final". Thanks Dave!! Jon

-----X-----

2/8/91

Looks Great Thanks! I Skipped  
This to you for comments I have  
made 2.

*[Handwritten signature]*



United States  
Department of  
Agriculture

Forest  
Service

Kootenai NF  
Libby RD

Reply To: 2350 General Forest Recreation

Date: January 23, 1991

Subject: Stahl/Clarence Creeks Avalanche Evaluations

To: David Nesbitt, Murphy Lake R.D.

Today Dave Nesbitt (D3), Glenn Gibson (D5), Mark Johnson (Ten Lakes wilderness ski guide), and I toured the routes that are approved for snowmobile grooming on the Stahl Creek Road #7021 and Clarence Creek Road #7022. Our purpose was to evaluate these routes relative to potential avalanche activity.

The Clarence Creek route (see attached map) appears to be a relatively avalanche hazard-free route regardless of snow deposition amounts. Potential play areas accessed by this route located north and east of Clarence Creek do show a lot of evidence of snow movement. We did not evaluate the potential hazards associated with play areas located near Stahl Peak. No avalanche danger signing is needed for this route.

The Stahl Creek route (see attached map) appears to be a relatively avalanche hazard-free route except for one clearcut area. This clearcut located near the center of Section 3, T.36N., R.25W., is positioned on very steep terrain. I expect snow movement in this area to cross over or cover parts of the groomed route. Snow movement in this area should be anticipated when snow depths significantly cover anchor points (mostly stumps) or at late season when gliding surfaces are lubricated by melt water. We did not evaluate avalanche potential associated with play areas near Gibraltar Ridge.

Finally, we re-evaluated the Graves Creek groomed route for avalanche hazard. The area immediately north of the "Sons of Rest" slide has one prominent slide where the runout zone has been logged, and another difficult to recognize "wet snow" slide path. The three prominent slide paths located east of the Graves Creek Road #319 in the southwest 1/4 of Section 29, T.37N., R.26W., should rarely pose avalanche danger to users of this route. This can be attributed to small snow volumes flowing down the paths from limited starting zones. Graves Creek appears to have adequate slide storage capacity and the steep slopes and road fill slope should contain deposition below the road surface.

Since the snowmobile grooming program leads people to avalanche-prone high elevation areas, signing of avalanche danger at each potential spot is not feasible. The best method by which to accomplish avalanche warnings for the entire area is to have a clear, concise message at the trailhead giving winter users information on where dangers may exist and how to avoid or minimize hazards.



WEEI RECREATION REPORT

DATE: JANUARY 12, 1989

TOPIC: AVALANCHES

DISTRICT: FORTINE

CONTACT: WADE SPANG/DELLORA GAUGER

AREAS INVOLVED: STILLWATER RANGE - ACCESS TO ANY DRAINAGES ALONG THIS RANGE  
COULD BE AREAS OF POSSIBLE AVALANCE SITES. THE KEY AREA FOR AVALANCES IN THIS  
RANGE IS THE LEWIS CREEK DRAINAGE. THE AREA FROM S. LEWIS CR TO FOUNDATION CR  
CONTAINS HISTORICAL AVALANCHE SLIDE PATHS.

THE WIGWAM BASIN, WILLIAMS CREEK, AND UPPER DRAINAGE OF DEEP CREEK TRAIL, OFF  
TRAILS 72 AND 311 ALSO HAVE HISTORICAL SLIDE AREAS.

GENERAL INFO: (Road/trail miles, scenery, snowpack, lake depth, fish/wildlife  
species, parking areas, berries, etc.)

SNOWPACK AT THIS TIME IS FROM 8.5 FT AT GRAVE CR SNOW COURSE TO 16.8 FT ON  
STAHL PEAK.

STIPULATIONS: (or conditions to watch for) A RELEASE OF SNOW WILL LIKELY  
OCCUR DURING OR IMMEDIATELY (24 HRS) AFTER A MAJOR SNOW STORM. BE PREPARED  
FOR ANY EMERGENCY.

FOR MORE INFORMATION: AVALANCE ADVISORY RECORDING - 257-8606 THIS MESSAGE IS  
UPDATED WEEKLY. AVALANCHE INFORMATION IS ALSO AVAILABLE FROM GLACIER PARK  
(888-5441) AND THE FLATHEAD CO. SHERIFF (752-7008).

SPECIAL INTEREST AREAS: WHILE AVALANCHES MAY OCCUR IN THESE AREAS, THE REWARD  
OF SPENDING A DAY ENJOYING THE WINTER SPLENDOR OF THE WHITEFISH RANGE IS WORTH  
THE PRECAUTIONS ONE SHOULD TAKE. BE PREPARED AND INFORMED AND ENJOY ONE OF



AVANLACHE HAZARD SURVEY  
MURPHY LAKE RANGE OF TRIC

SNOWMOBILE TRAILS

GRAVE CREEK / WIGWAM BASIN

The Grave Creek snowmobile trail travels along Forest Rds. #114 and #319 for its entire length. The first several miles of trail travels through the timbered valley bottom of Grave Cr., and gradually climbs into the Wigwam Basin terminating at Therriault Lakes at 5000 ft. elev.

The trail first encounters historical slide paths just south of Lewis Cr. where the trail crosses the runout zones of two well defined avalanche paths coming off the slope to the west. Just north of Lewis Cr. several historical slide paths are evident, coming off the slope to the east on the opposite side of Grave Cr. Evidence of avalanche activity continues for a couple miles up to Foundation Cr.

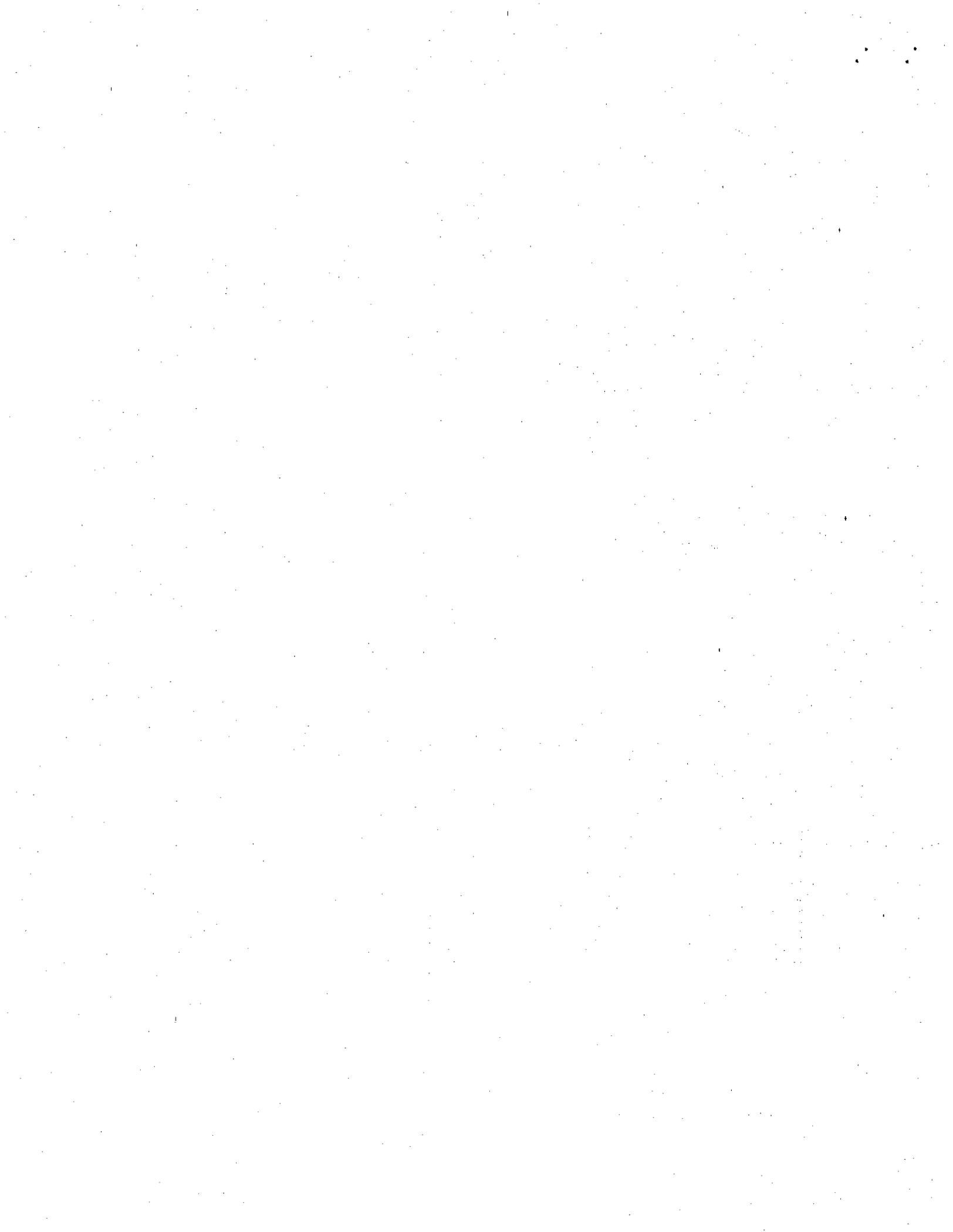
As one climbs into the upper Wigwam basin the trail crosses the runout zones of several active chutes. Upper Wigwam is a relatively broad basin which has been spruce logged in the past. The slopes are open and relatively gentle with good ground vegetation to provide anchor points.

Approximately at its mid-point, the Grave Cr. Trail branches off and also travels up Lewis Cr. to the Flathead Divide. Lewis Cr. is a steep V-shaped valley bottom with numerous slide paths, many of which appear to be quite active as evidenced by debris piled at the toe of the chutes.

The likelihood of triggered releases along the Grave Cr. Trail is low since travel is essentially limited to crossing runout zones. The upper Wigwam basin which receives some use as a "play area" has relatively gentle slopes (less than 40%), greatly reducing the chances of triggered releases.

The greatest potential danger will come from natural releases as snow is loaded into the starting zones in the mid and upper slope areas of historical slide paths. Natural releases will most likely occur during or immediately after (24 hrs.) major storms. Lewis Cr. would probably have the greatest potential for natural releases due to steep slopes (greater than 60%), and the open timbered sidehills, although any historical avalanche path is always a potential threat.

As mentioned previously, natural releases would most likely occur in Grave Cr. a few miles both north and south of the Lewis Cr. turnoff, and also off the north-facing slopes in upper Wigwam Cr. Avalanches can and will run through timbered zones, although chances are greatly reduced.



## AVALANCHE HAZARD SURVEY (CONT.)

### CROSS-COUNTRY SKI TRAILS

#### WILLIAMS CR.

This trail starts at 3300 ft. elev. and travels up the Williams Cr. bottom along an old logging road for approx. 6 miles. The trail enters the Williams Cr. canyon in Sec. 27 (T36N, R25W) where sidehill slopes steepen abruptly. The south and southwest facing slopes on the north side of Williams Cr. are heavily timbered with no evidence of historical avalanche activity. On the south side of Williams Cr. 5 avalanche chutes occur off the northeast facing slopes (Sec. 36, T36N, R25W). The trail cuts across the runout zones of these chutes before ending at the stream crossing of Williams Cr. at 5081 ft. elev.

The chance of a skier triggering an avalanche is very low since the trail essentially stays in the valley bottom. However, a definite potential exists for natural releases coming from the 5 historical slide paths in Sec. 36.

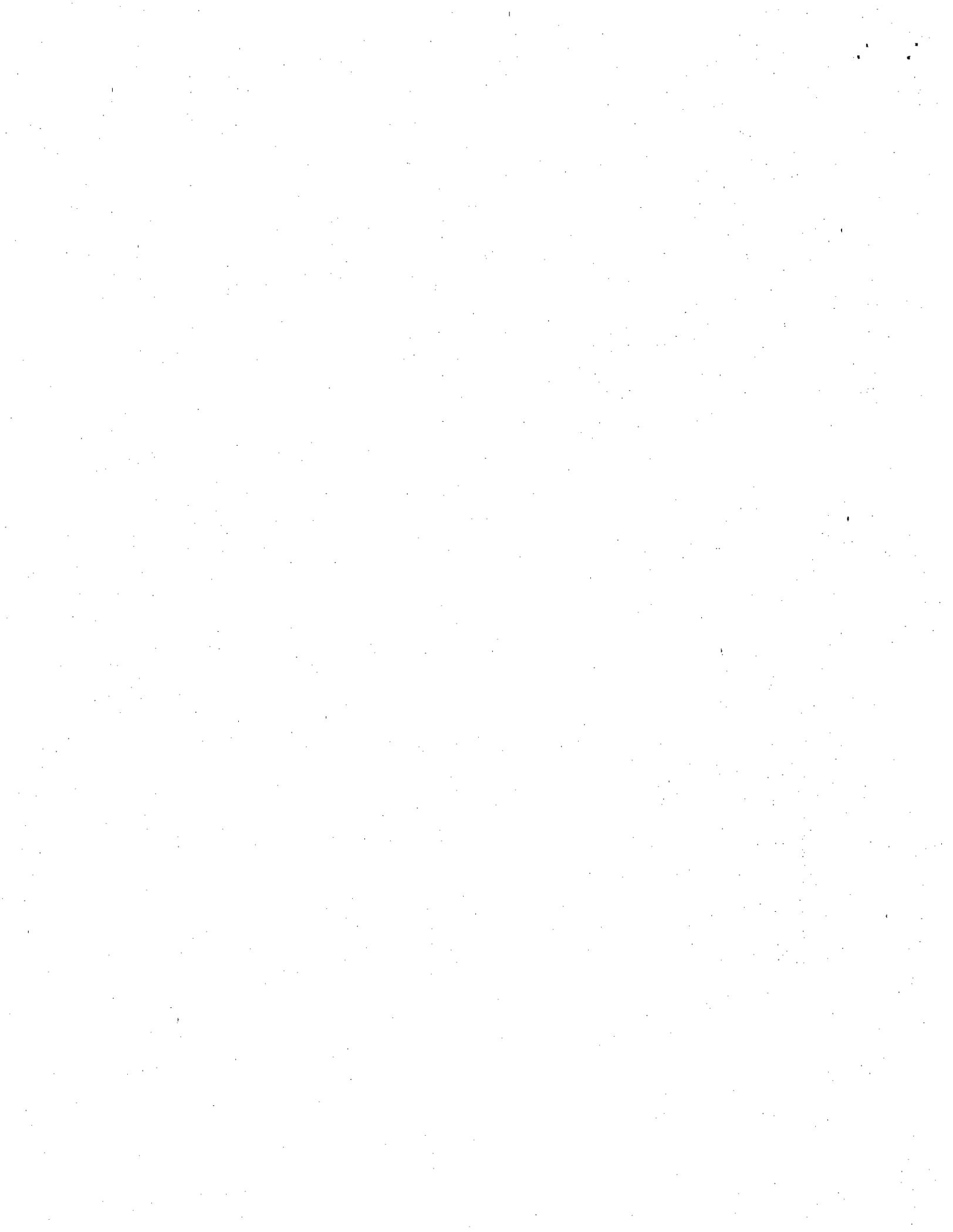
#### DEEP CR.

The most serious concern for avalanche activity on the Deep Cr. Trail occurs in the upper drainage area off Trails #72 and #311. Trail #72 travels along the bottom of the N. Fork Deep Cr. Several natural slide paths come off the southeast side of Deep Mtn. and run down to the drainage bottom. The trail is located on the opposite (east) side of the N. Fork, and thus does not traverse the runout zones of these slide paths.

Trail #311 travels up the bottom of mainstem Deep Cr. The steep open timbered slopes off the southeast flank of Mt. Peary have a definite potential to avalanche. Greatest potential would occur in Sec. 18 (T35N, R24W). Skiers who confine themselves to the trails would have a minimal chance of triggering a slide. However, potential danger exists due to natural releases from upper slope starting zones.

#### LAUGHING WATER CR.

This trail essentially follows Forest roads over relatively gentle terrain, generally less than 40% slope. The opportunity for natural or triggered releases along the established routes is unlikely.



Recommendations:

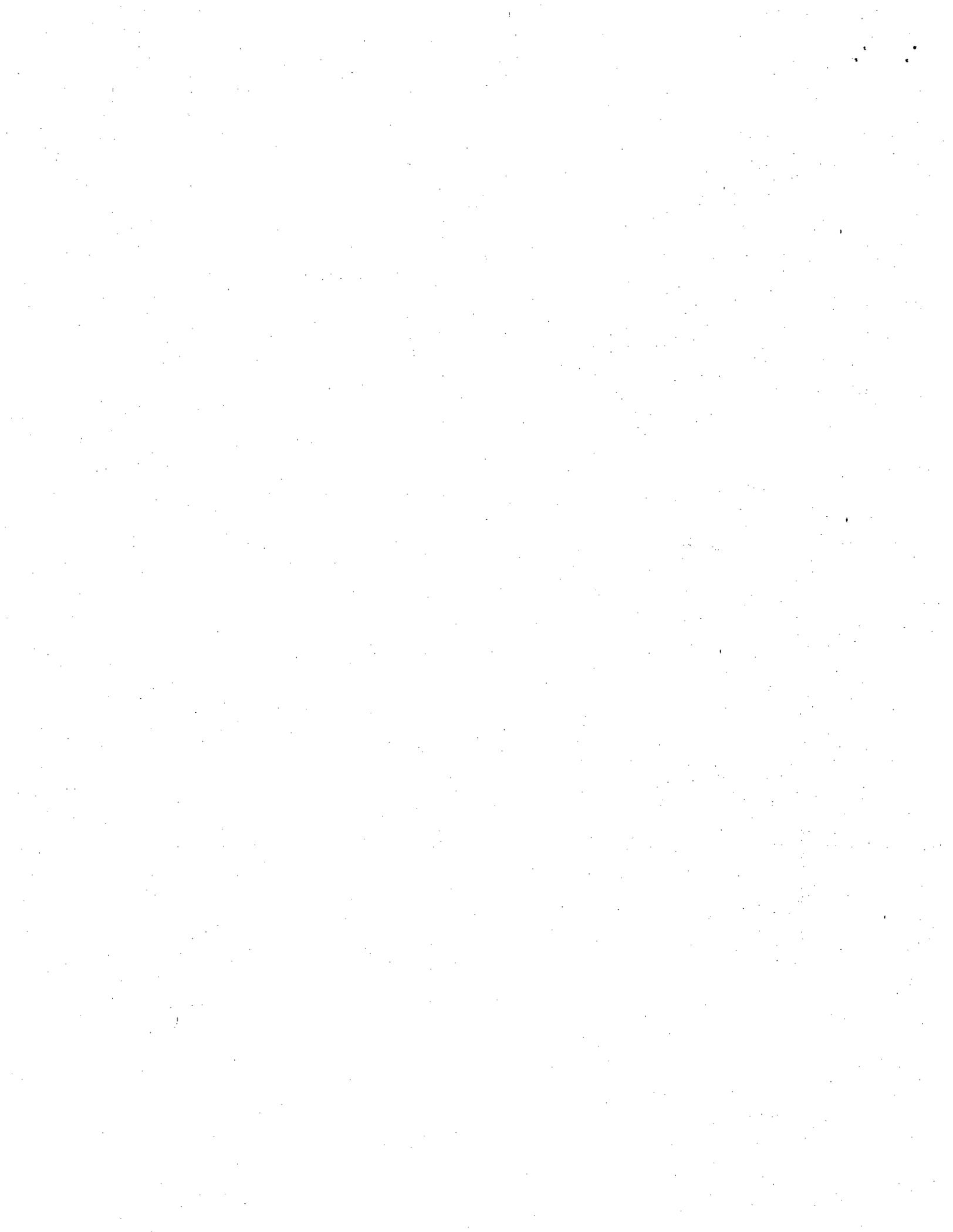
It is recommended that three signs be placed on the Grave Creek / Lewis Creek Snowmobile Trail to advise winter recreational travelers of avalanche potential in the immediate area. Two of these signs, "WARNING HIGH AVALANCHE HAZARD AREA", should be placed on the Lewis Creek Trail. One sign at the very start of the trail, as it branches off from the Grave Creek Trail and heads east up Lewis Cr. to the Flathead Divide. Another sign at the Flathead Divide (Kootenai NF boundary), to warn snowmobilers traveling west over the divide. The third sign, "AVALANCHE HAZARD AREA", should be placed on the Grave Cr. Trail south of Lewis Cr., just before encountering the runout zone of the well defined avalanche path coming off the slope to the west.

Recorded avalanche advisory messages updated weekly are obtained by calling the following numbers:

AVALANCHE ADVISORY      257-2606  
GLACIER NATIONAL PARK    888-5441  
FLATHEAD CO. SHERIFF     752-7008

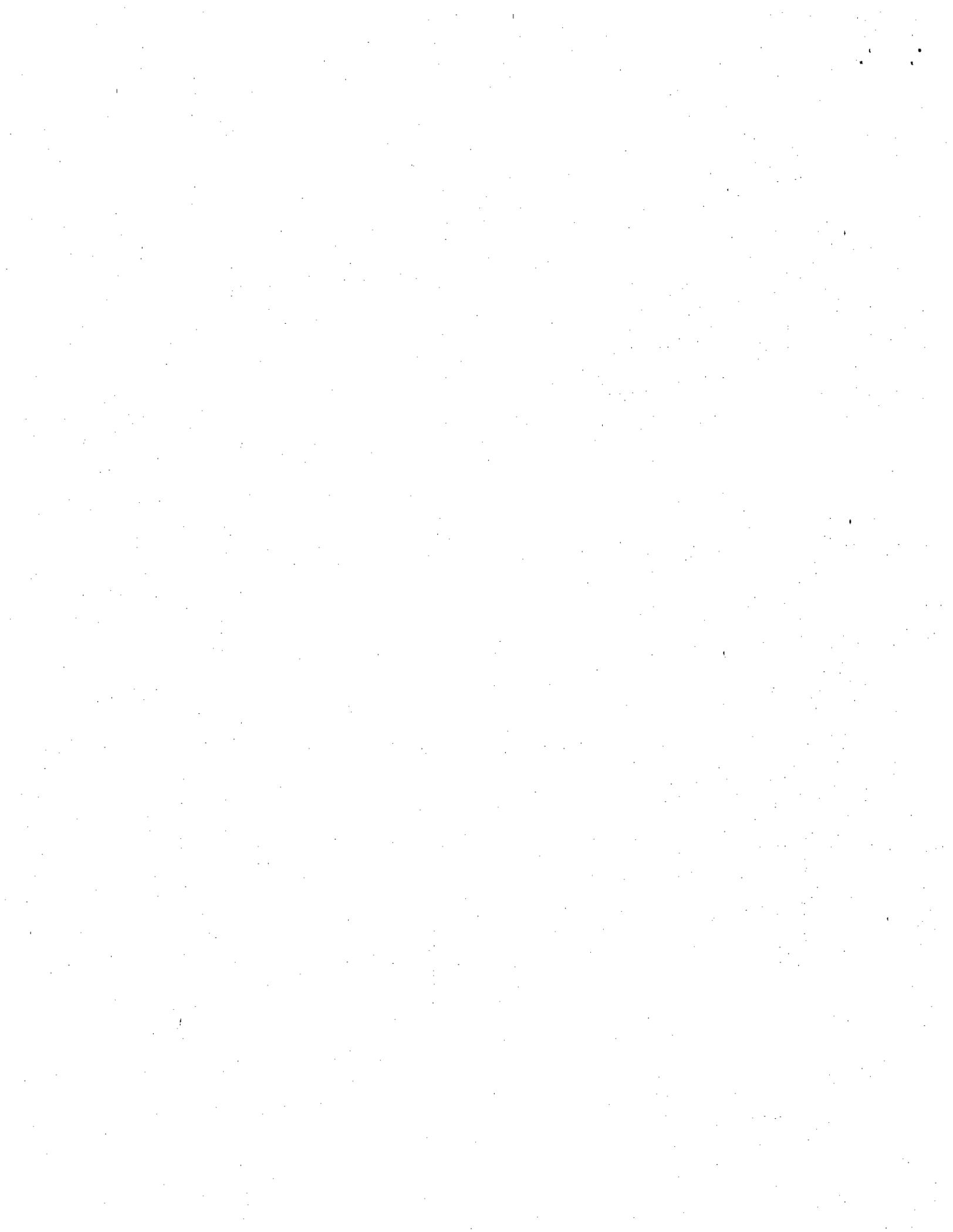
Prepared by: Al Bratkovich ..... Date: 2-22-88.....  
Alan A. Bratkovich  
Avalanche Advisor (USFS, Region 1)

Approved by: Louise H. Hader ..... Date: 3/8/88.....  
Murphy Lake District Ranger



# APPENDIX F

**Air Quality Evaluation**



**Montana Department  
of  
Fish, Wildlife & Parks**

**RECEIVED**

JUL 25 1995

W & P REGION ONE



MEMORANDUM

DATE: July 24, 1995

TO: Marty Watkins and Region Park Managers

FROM: Bob Walker, State Trails Program Coordinator

SUBJECT: Snowmobile Grant PEIS - Snowmobile Emissions

The information in the Snowmobile Grant Program EIS is the only accurate information to date on snowmobile emissions. Following is an explanation and status of efforts.

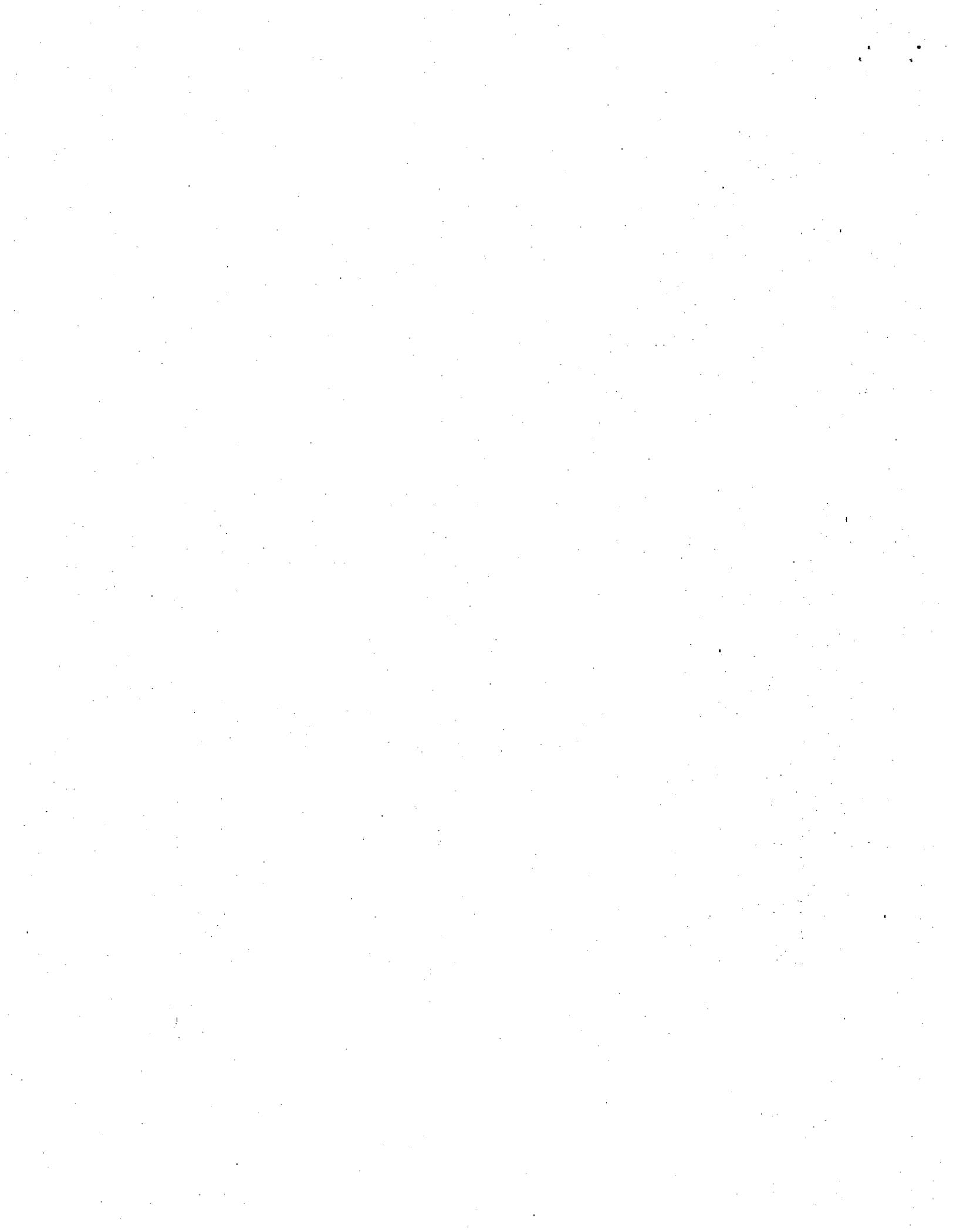
Much information has appeared in newspapers over the past 2 years about comparisons of emissions from automobiles and snowmobiles. This information is based on inaccurate test cycles for snowmobiles. The State of California was the original source of the above mentioned comparative information (1991). After they originally released the information, they withdrew their comments on snowmobiles. The reason: no test cycle for studying snowmobile emissions has been developed so they used other methods designed for other engines which gave erroneous results. In fact, the testing that has been done in Yellowstone National Park and publicized so widely is also erroneous because of the lack of a test cycle for snowmobiles.

The snowmobile industry, in communication with the federal Environmental Protection Agency (EPA), has contracted with a technical university in Texas to develop a test cycle for snowmobiles. The University is the same contractor that has developed test cycles for other types of engines for EPA. I have been advised that this snowmobile test cycle will be ready this fall and accurate testing will begin in February, 1996.

The EPA has not yet adopted "standards" for snowmobile emissions. However, the Michigan office of EPA has advised that they have scheduled development of such standards as follows:

1996	Initiate development
1997	Publish draft standards for public review
1998	Adopt standards

This indicates that snowmobile emission standards will not be in place until either the 1999 or 2000 model year for snowmobiles.



DEPARTMENT OF ENVIRONMENTAL QUALITY  
AIR QUALITY DIVISION



MARC RACICOT, GOVERNOR

836 FRONT STREET

STATE OF MONTANA

(406) 444-3454  
(406) 444-3671  
FAX (406) 444-5275

PO BOX 200901  
HELENA, MONTANA 59620-0901

July 24, 1995

Susan Hawkin  
Ten Lake Snowmobile Club  
P.O. Box 404  
Eureka, MT 59917

Subject: Snowmobile Emission Estimates

As per our July 18th phone conversation, I am enclosing some information for estimating snowmobile emissions. I understand that this data will be used by your club to receive trail funding from the Montana Department of Fish, Wildlife, and Parks.

Attached is Table II-8-1 from the Environmental Protection Agency's source book on air pollution emission factors, or AP-42. This table outlines the approximate emissions for various pollutants by various use rates. Your task is to estimate how many gallons or how much time (hours of actual operation) that your club uses the trail. For example:

One sled operates on the trail approximately 4 hours per weekend, for a three month season. If winter is defined as December through February, then 13 weekends would be used. Repeat this calculation for each member of the club for each desired pollutant.

4 hours x 13 weekends = 52 hours/season (hr/s)  
Carbon Monoxide = 978 grams/hour (g/hr)

-----  
52 hr/s x 978 g/hr = 50,856 g/s ÷ 453.58 (g/lb) =

**112.12 lbs of CO per season**

=====

Should you have any questions concerning this table or calculations, please call me at (406) 444-7305.

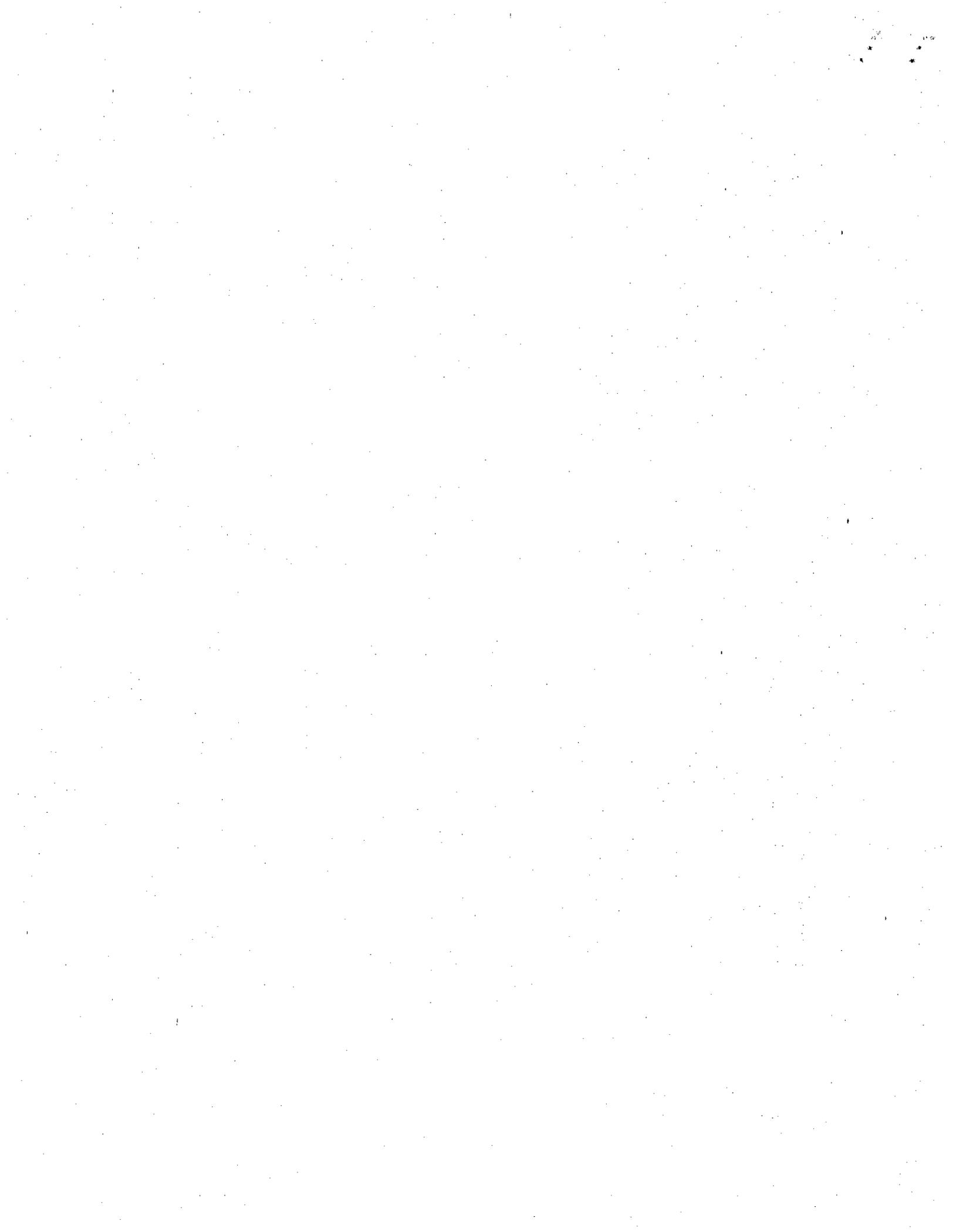
Sincerely,

A handwritten signature in cursive script that reads "Robert Habeck".

Robert Habeck  
Air Quality Specialist

RH:jab  
cc: Bob Walker, Coordinator  
Montana FWP Trails Program

F-2



United States  
Environmental Protection  
Agency

Motor Vehicle Emission Laboratory  
2565 Plymouth Road  
Ann Arbor, MI 48105

AP-42  
Fourth Edition  
September 1985

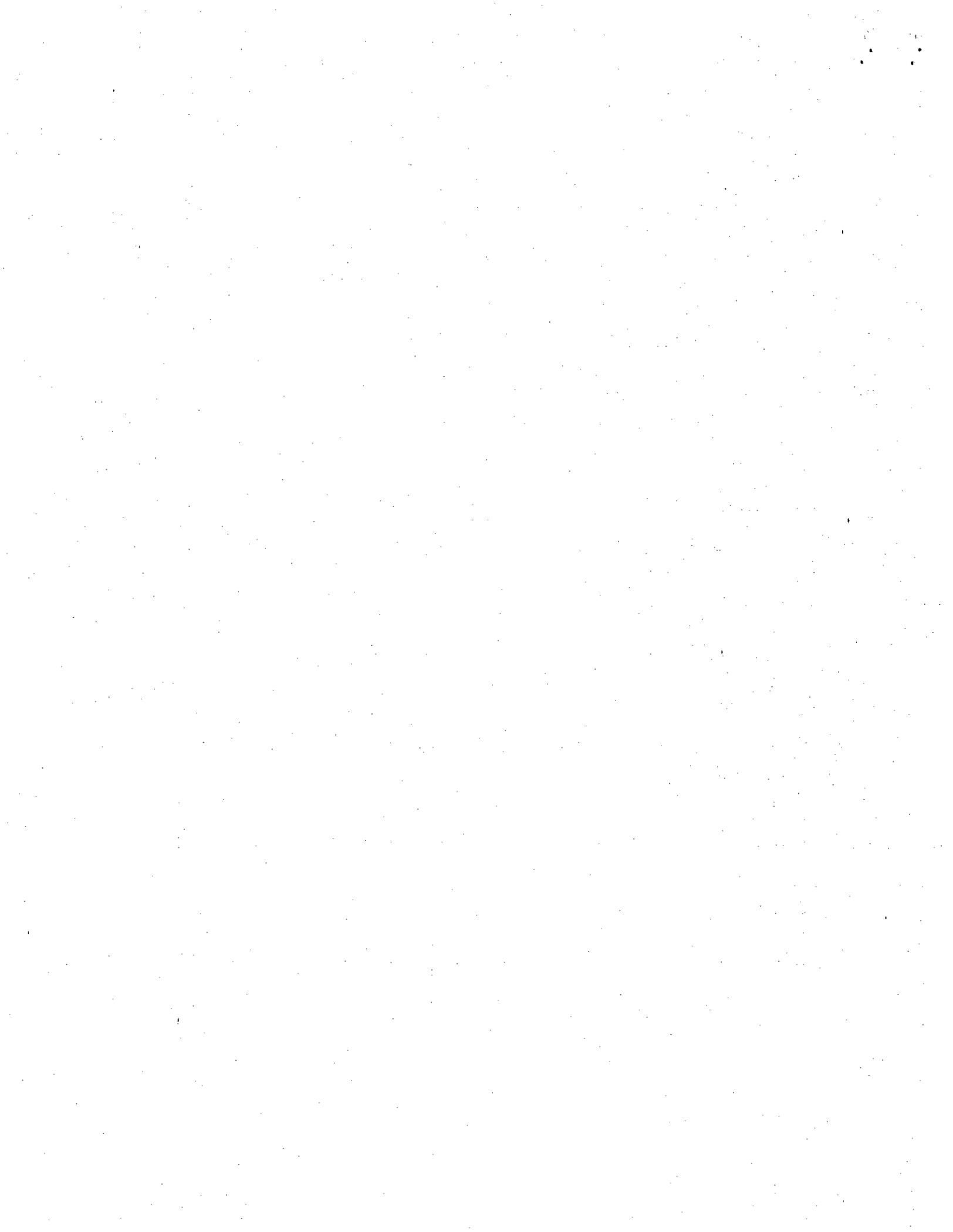
Air



# COMPILATION OF AIR POLLUTANT EMISSION FACTORS

## Volume II: Mobile Sources

### FOURTH EDITION

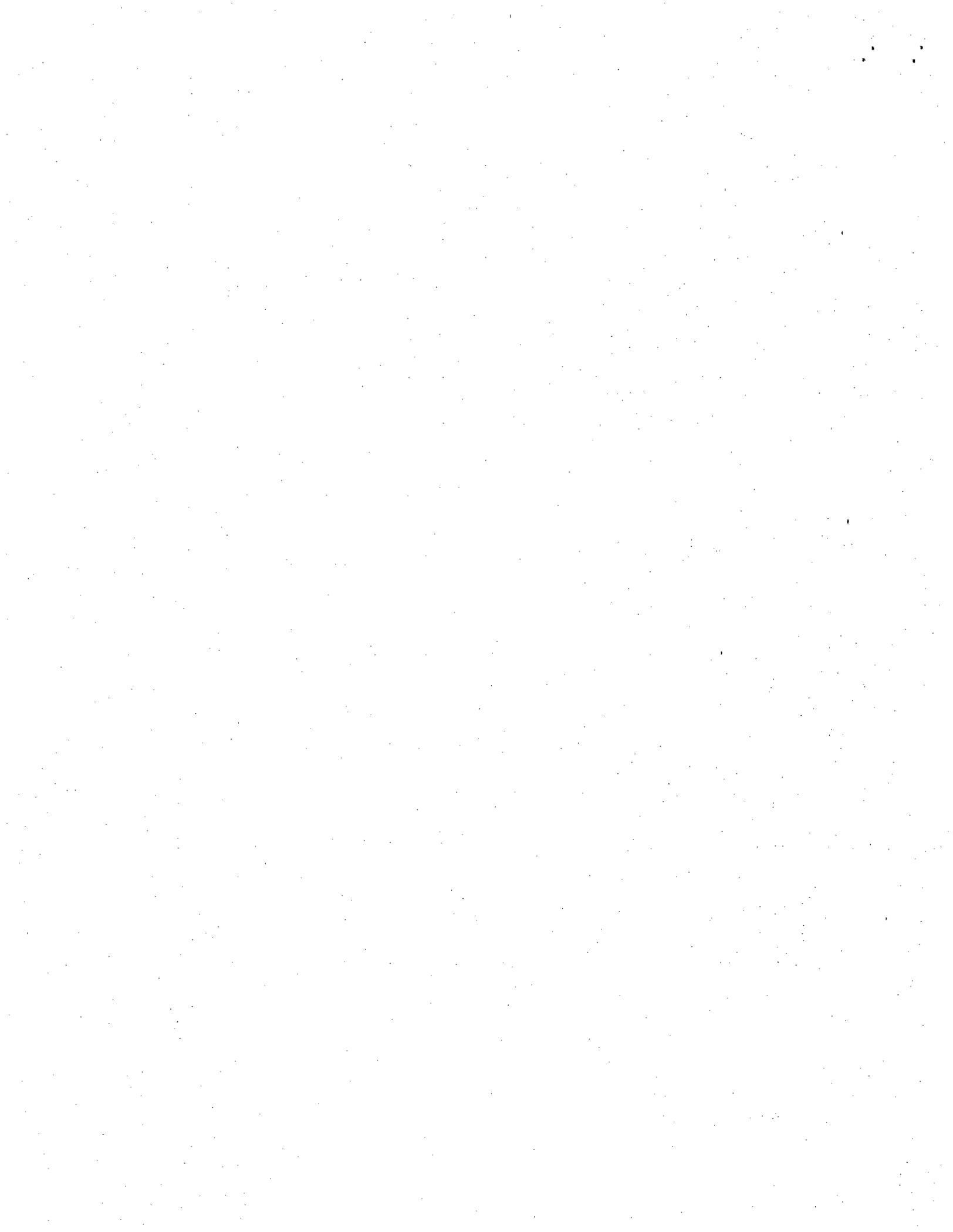


PREFACE TO SUPPLEMENT A TO  
VOLUME II: MOBILE SOURCES

Compilation of Air Pollutant Emission Factors, AP-42, reports data on emissions of atmospheric pollutants for which sufficient information exists to establish realistic emission estimates. The highway source data presented in this supplement are based on MOBILE4, a computer program issued by the EPA in March 1989, which estimates fleet emission rates for hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) for any calendar year between 1960 and 2020. The emission factors for off-highway mobile sources are presented in Section II of the 4th edition of AP-42 (September 1985), and are not revised in this supplement. EPA will issue additional supplements to this volume, updating the emission factors for particulates, transit buses, and off-highway mobile sources, as new data are available.

Comments and suggestions regarding this document are appreciated and should be addressed to:

AP-42 Project  
Test and Evaluation Branch  
Environmental Protection Agency  
2565 Plymouth Road  
Ann Arbor, MI 48105



## II-8 Snowmobiles

II-8.1 General - In order to develop emission factors for snowmobiles, mass emission rates must be known, and operating cycles representative of usage in the field must be either known or assumed. Extending the applicability of data from tests of a few vehicles to the total snowmobile population requires additional information on the composition of the vehicle population by engine size and type. In addition, data on annual usage and total machine population are necessary when the effect of this source on national emission levels is estimated.

An accurate determination of the number of snowmobiles in use is quite easily obtained because most states require registration of the vehicles. The most notable features of these registration data are that almost 1.5 million sleds are operated in the United States, that more than 70 percent of the snowmobiles are registered in just four states (Michigan, Minnesota, Wisconsin, and New York), and that only about 12 percent of all snowmobiles are found in areas outside the northeast and northern midwest.

II-8.2 Emissions - Operating data on snowmobiles are somewhat limited, but enough are available so that an attempt can be made to construct a representative operating cycle. The required end products of this effort are time-based weighting factors for the speed/load conditions at which the test engines were operated; use of these factors will permit computation of "cycle composite" mass emissions, power consumption, fuel consumption, and specific pollutant emissions.

Emission factors for snowmobiles were obtained through an EPA-contracted study<sup>1</sup> in which a variety of snowmobile engines were tested to obtain exhaust emissions data. These emissions data along with annual usage data were used by the contractor to estimate emission factors and the nationwide emission impact of this pollutant source.

To arrive at average emission factors for snowmobiles, a reasonable estimate of average engine size was necessary. Weighting the size of the engine to the degree to which each engine is assumed to be representative of the total population of engines in service resulted in an estimated average displacement of 362 cubic centimeters ( $\text{cm}^3$ ).

The speed/load conditions at which the test engines were operated represented, as closely as possible, the normal operation of snowmobiles in the field. Calculations using the fuel consumption data obtained during the tests and the previously approximated average displacement of  $362 \text{ cm}^3$  resulted in an estimated average fuel consumption of 0.94 gal/hr.

To compute snowmobile emission factors on a gram per unit year basis, it is necessary to know not only the emission factors but also the annual operating time. Estimates of this usage are discussed in Reference 1. On a national basis, however, average snowmobile usage can be assumed to be 60 hours per year. Emission factors for snowmobiles are presented in Table II-8-1.

### References for Section II-8

1. Hare, C. T. and K. J. Springer. Study of Exhaust Emissions from Uncontrolled Vehicles and Related Equipment Using Internal Combustion Engines. Final Report. Part 7: Snowmobiles. Southwest Research Institute, San Antonio, Tex. Prepared for Environmental Protection Agency, Research Triangle Park, N.C., under Contract No. EHS 70-108. April 1974.

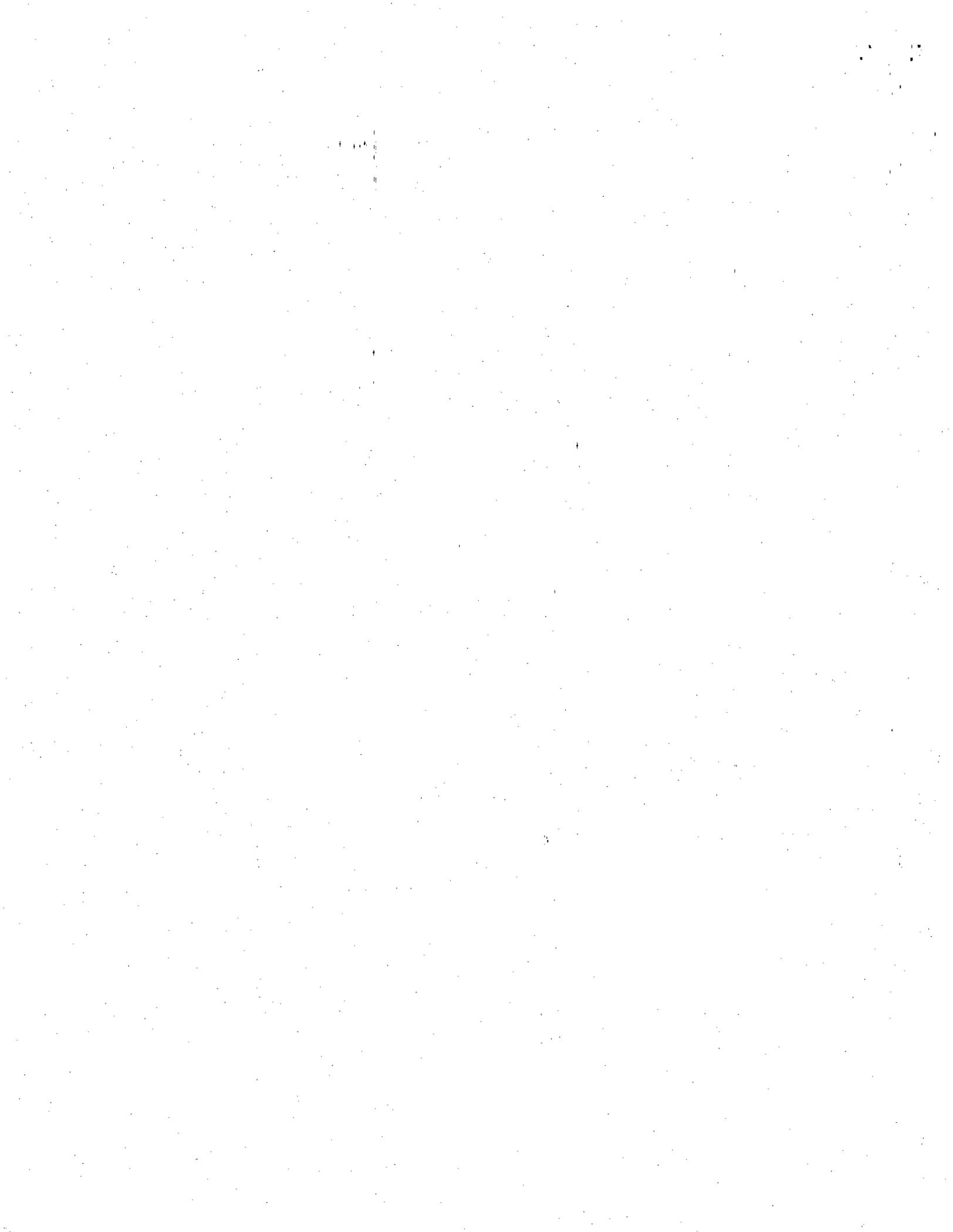


Table II-8-1. EMISSION FACTORS FOR  
SNOWMOBILES  
EMISSION FACTOR RATING: B

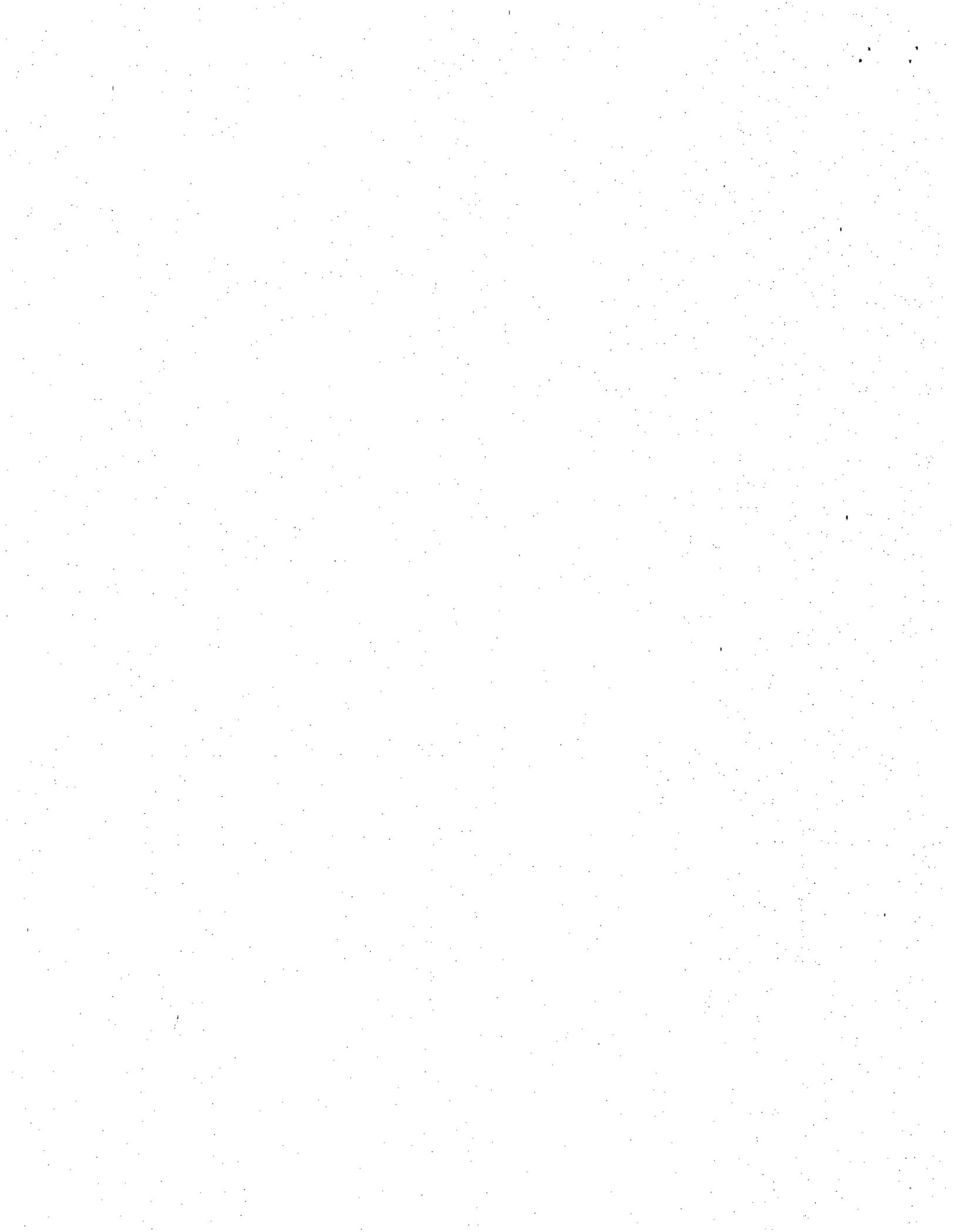
Pollutant	Emissions			
	g/unit-year <sup>a</sup>	g/gal <sup>b</sup>	g/liter <sup>b</sup>	g/hr. <sup>b</sup>
Carbon monoxide	58,700	1,040.	275.	978.
Hydrocarbons	37,800	670.	177.	630.
Nitrogen oxides	600	10.6	2.8	10.0
Sulfur oxides <sup>c</sup>	51	0.90	0.24	0.85
Solid particulate	1,670	29.7	7.85	27.9
Aldehydes (RCHO)	552	9.8	2.6	9.2

<sup>a</sup>Based on 60 hours of operation per year and 362 cm<sup>3</sup> displacement.

<sup>b</sup>Based on 362 cm<sup>3</sup> displacement and average fuel consumption of 0.94 gal/hr.

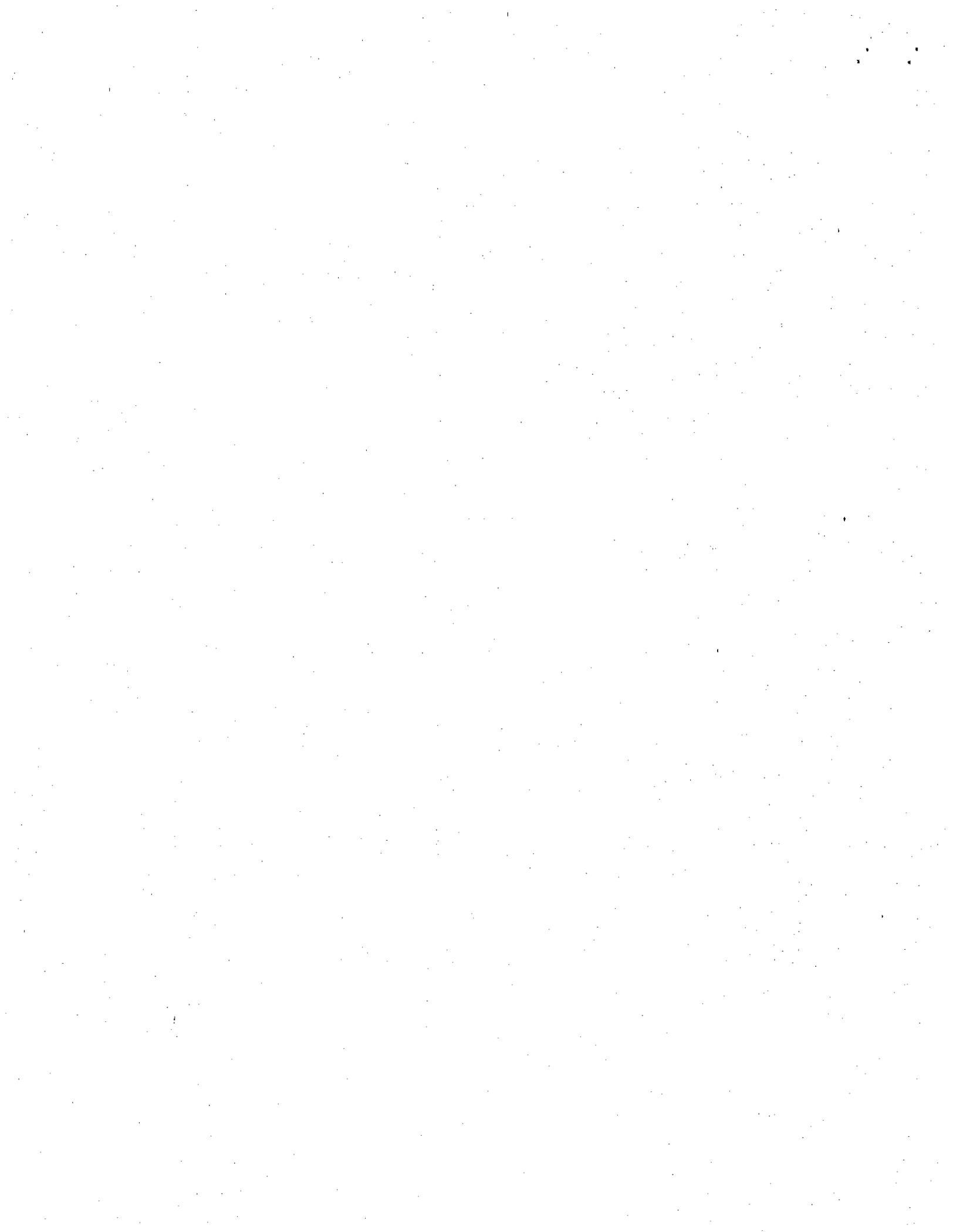
<sup>c</sup>Based on sulfur content of 0.043 percent by weight.

Conversion: 1 pound = 453.58 grams



# APPENDIX G

**Water Quality, Hazardous Spills**



DEPARTMENT OF ENVIRONMENTAL QUALITY  
WATER QUALITY DIVISION

COGSWELL BUILDING  
1400 BROADWAY



MARC RACICOT, GOVERNOR

STATE OF MONTANA

(406) 444-2406  
FAX (406) 444-1374

PO BOX 200901  
HELENA MONTANA 59620-0901

July 6, 1995

Susan Hawkins  
PO Box 404  
Eureka MT 59917

Re: Spill reporting policy - Revised June 1991

Dear Ms. Hawkins:

The reporting policy for hazardous materials, oil and petroleum product spills in Montana is as follows:

All spills, except as noted below, shall be reported immediately to the state's 24-hour phone number (406) 444-6911, or during business hours to (406) 444-2406.

The following types of spills are not required to be reported provided the spill does not enter or threaten to enter surface water, and it is immediately contained, removed and properly disposed:

1. Ten barrels (420 gallons) or less of crude oil, produced water, injection water, or combination thereof;
2. Twenty-five (25) gallons or less of refined crude oil products, including but not limited to, gasoline, diesel fuel, aviation fuel, asphalt, road oil, kerosene, fuel oil, and derivatives of mineral, animal, or vegetable oils.

This reporting policy represents revisions made on June 3, 1991. If you have any questions, give me a call at (406) 444-2406.

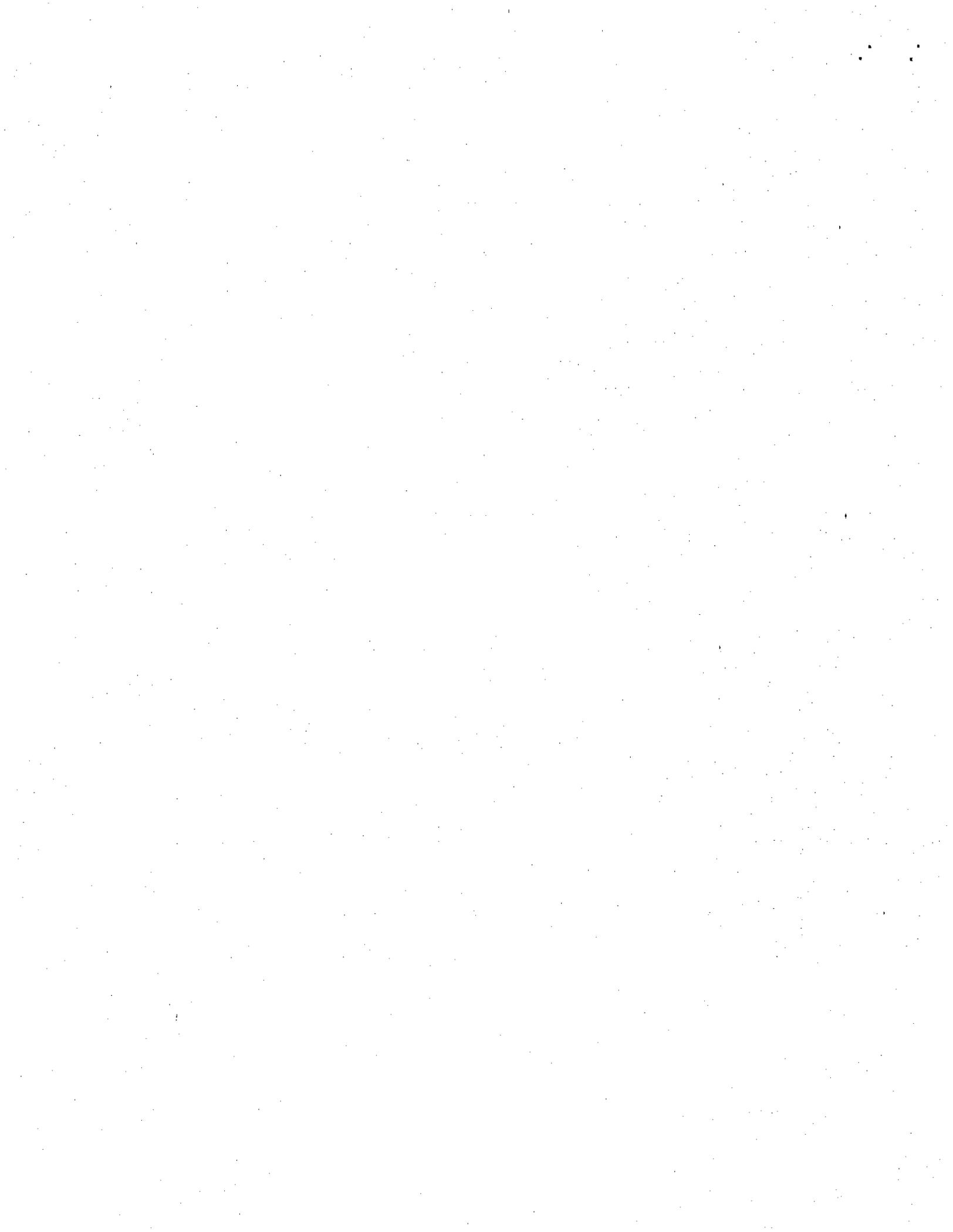
Sincerely yours,

A handwritten signature in cursive script that reads "Mike Pasichnyk".

Mike Pasichnyk  
Water Quality Specialist  
Water Quality Division

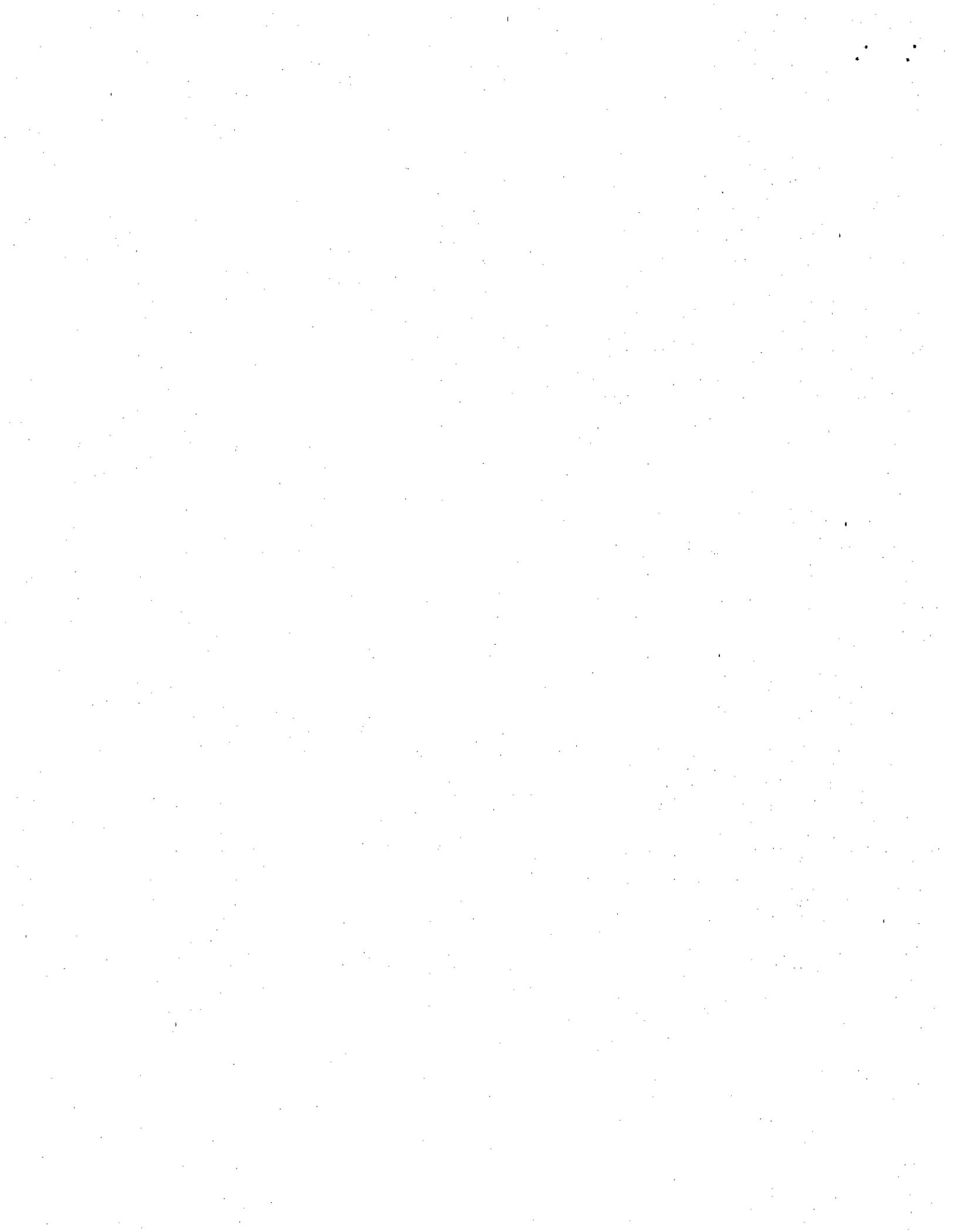
MP:spill.ltr

G-1



## **APPENDIX H**

**Recreation Use Figures**  
**Surface Water Contamination**  
**Noxious Weeds**  
**Wildlife Biologist Report**  
**Noise Levels**  
**Traffic Hazards**  
**Outhouse Maintenance**  
**Tourism Report**  
**Cultural and Historical Resources**



United States  
Department of  
Agriculture

Forest  
Service

Kootenai NF

Fortine RD  
P.O. Box 116  
Fortine, MT 59918

Caring for the Land and Serving People

---

File Code: 2200

Date: 5-24-95

Susan Hawkins  
Secretary, Ten Lakes Snowmobile Club  
Eureka, Mt 59917

Dear Susie,

In regards to yesterdays conversation, here is the information I have come up with. This is only a brief overview on some of the items, but hopefully will be good enough to get you started.

Part II Section 1 (e) Avalanche information

I have included a copy of the avalanche hazard report done on the groomed trail.

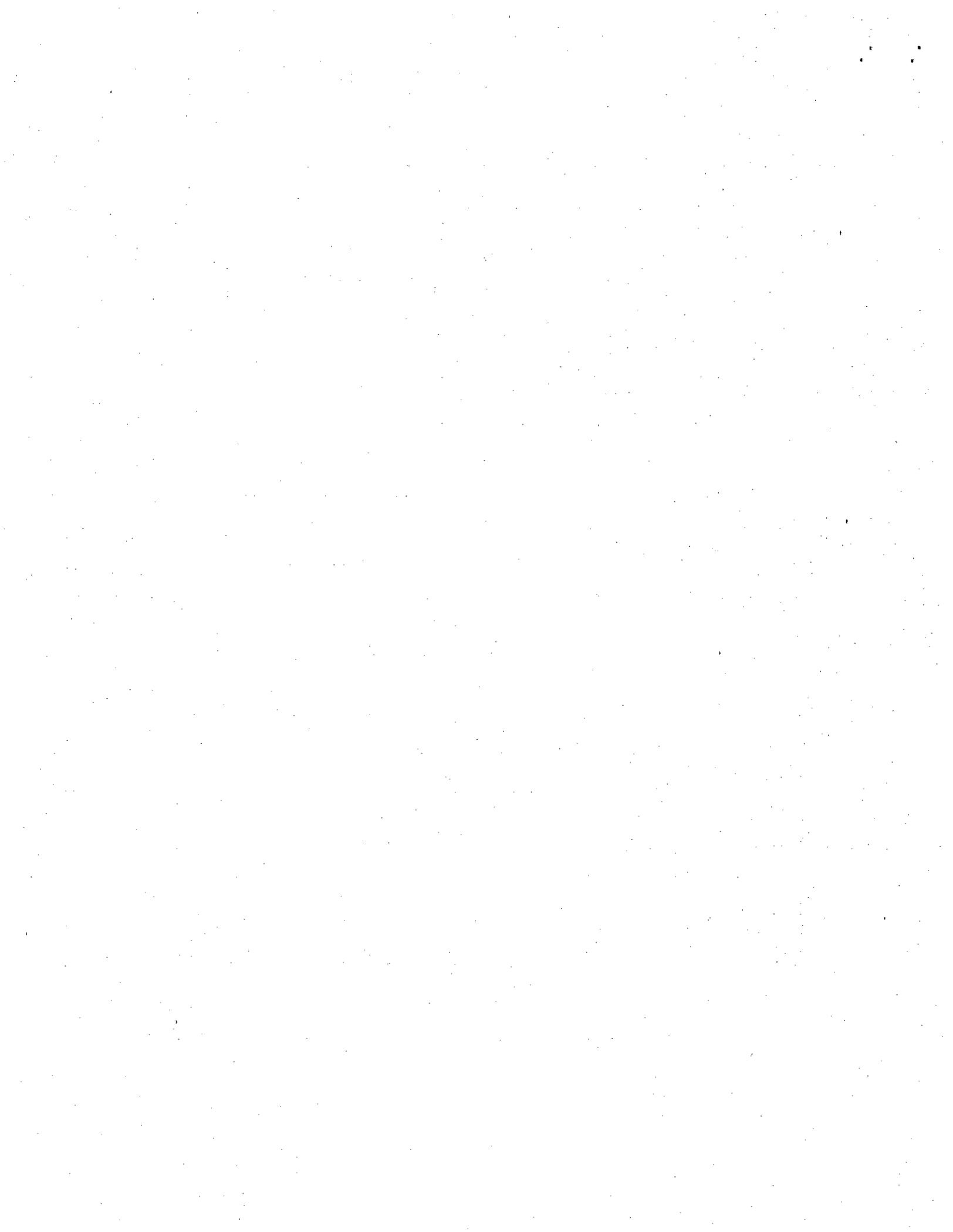
Summer and winter use figures are estimates. We have placed counters on the groomed trail for the last few years, but have found counter accuracy to be somewhat questionable. Our spring thru fall use estimates are just that, estimates, but from our years of observations, we place total recreation user days in Wigwam/Grave Creek drainages to be approximately 25,000 people for the spring, summer, fall time frame. The winter usage increases every year, with this year (November thru May) totalling approximately 3,500 user days

Part II Section 3 (h) Surface water contamination

Contact ~~Bar Neuman at D1~~. He has requirements to store fuel.  
Steve Pollock  
406-229-3471

Part II Section 4 (e) Noxious weeds

The Fortine District has sprayed the Grave Creek Road and the Birch Creek Recreation Area with herbicides for the last 5 years to contain the spread of Spotted Knapweed. This has been a fairly successful endeavor, reducing the number of plants and stopping the spread of the plant to a large degree. The majority of the spread of this plant is due to motorized vehicles (mainly cars and trucks using the roads). Spread of the seeds of



this plant is minimal in the wintertime, in my opinion, due to the covering of the plant and exposed soil by snow. There is a chance that some seed may be brought into the trailhead by vehicles in the winter, but the spreading of the seed by snowmobiles over deep snow should be very minimal.

Part II Section 5 (a)

Lynn Johnson, Wildlife Biologist on the Fortine Ranger District, agrees with the report provided by the Fish, Wildlife and Parks biologist, Tim Thier. She may provide more information later, but with the short timeframe does not allow adequate analysis on her part.

Part II Section 6

We do not have any definitive studies on noise levels in regard to the snowmobiles produced at this time. I do have some older studies if any of those could be of assistance.

Part II Section 9 (e) Traffic Hazards

The Grave Creek Road #114 is a lane and half wide from the Stoken Bridge up to Therriault Lakes. This is a narrow, often times very slippery road that can be quite hazardous if a truck with a snowmobile trailer is met coming downhill. Increasing the use on this road will require increased maintenance.

Part II Section 10 (a)

The outhouse at Birch Creek Recreation Area will require pumping out more often with increased use. This cost will come out of Forest Service recreation funds.

Part II Section 11 (c)

There has been no tourism report done on this area.

The Ten Lakes Proposed Wilderness and the Thompson Seton Proposed Wilderness are adjacent to a large portion of the groomed snowmobile trail.

Part II Section 12

The groomed trail lies totally on existing Forest Service Roads, that receive heavy use throughout the spring, summer, fall and winter. The impact to cultural or historical resources has been realized just by the construction of this road, and are not further compromised by the grooming of the snowmobile trail.

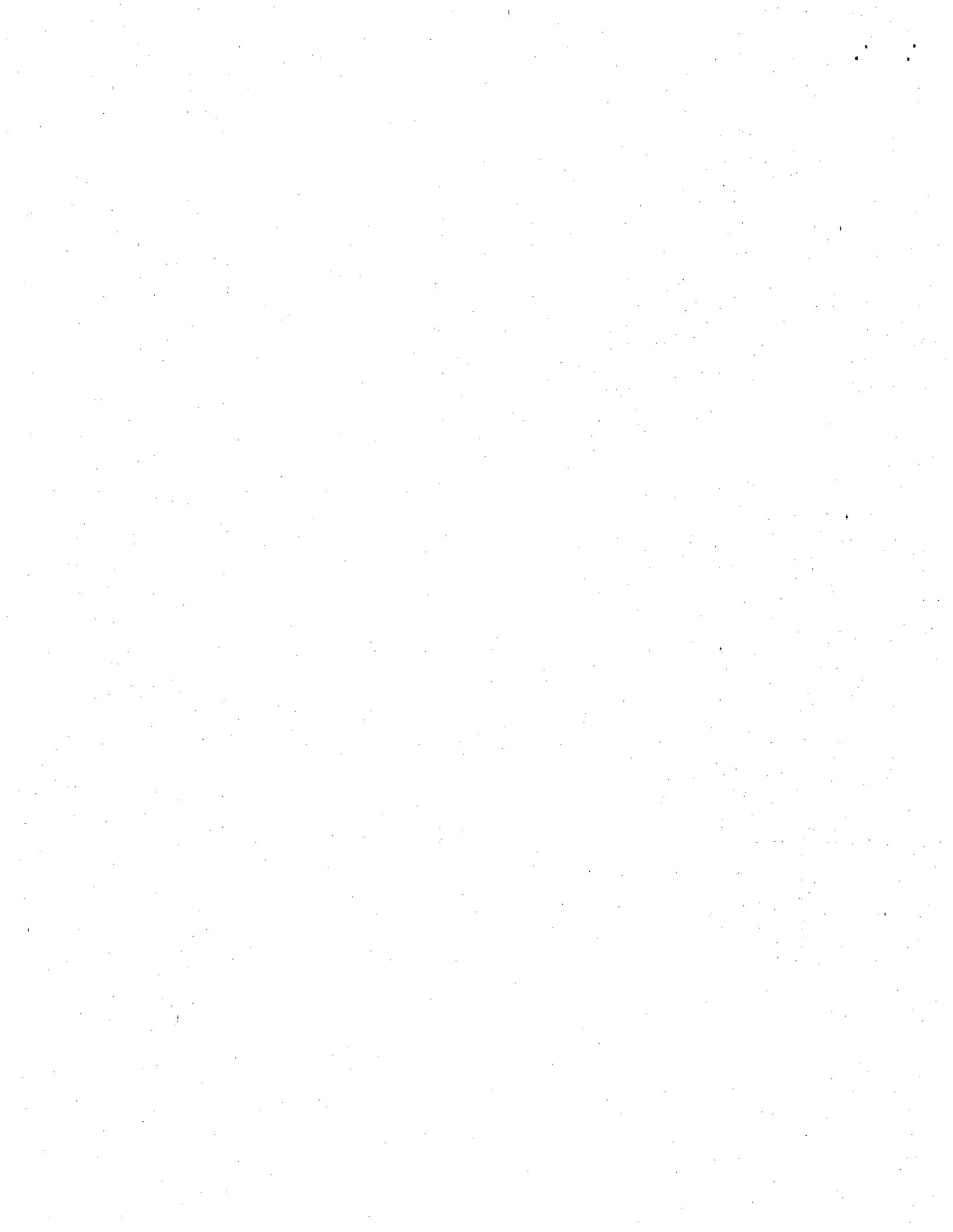


Hopefully the data provided will assist you in the formulation of your Environmental Analysis. If you need further help, feel free to contact me at 882-4451.

Sincerely,

A handwritten signature in black ink, appearing to read "David Nesbitt". The signature is written in a cursive style with a large initial "D" and a long horizontal stroke.

David Nesbitt  
Resource Forester



SNOWMOBILE GROOMING PROGRAM

Regional Wildlife Clearance

- Trail expansion (attach map highlighting expansion)  
 New trail system (attach map highlighting trail system)

Ten Lakes Snowmobile Club  
Snowmobile Club

Are there any wildlife concerns?

YES

NO

(not major)  
see back.

If yes:

Species \_\_\_\_\_

(list)

1. Winter range \_\_\_\_\_

(area)

2. Travel corridor \_\_\_\_\_

3. Other \_\_\_\_\_

Suggested alternate route \_\_\_\_\_

Other mitigation measures (such as signing; trail restrictions, etc.)  
\_\_\_\_\_  
\_\_\_\_\_

- Approved with above-mentioned mitigation measures  
 Not approved as submitted

Harvey J. J.  
Regional Wildlife Biologist  
Date

3/17/95  
Date

\_\_\_\_\_  
Regional Parks Manager

Please see back.

3/7/95

Marty -

In the Ten Lakes area, ungulate use is minimal. A few mule deer may winter near the parking area and a few moose may winter on the SW slopes throughout the area. Overall, I do not believe Winter Range should be a major concern. After 2 trips through the area this winter, I have yet to see an ungulate track.

Grizzly bears and wolves both use/occupy the area and are currently listed under ESA. Wolf use during winter months is probably sporadic and limited to the extreme lower elevations. On Jan. 25 I observed a large wolf track in Sec. 15 T36 R25. I do not believe grooming/snowmobiling is negatively affecting wolves in the area.

Grizzly bears use the area during summer months and may den there during winter. The grooming of trails does not negatively affect grizzly bears. However, the potential exists for snowmobilers in the upper basins to displace grizzly bears from dens. Personally, I do not view this as a major problem. However, others may disagree. To my knowledge, the actual displacement of a grizzly bear from a den <sup>by a snowmobiler</sup> has never been documented in the Ten Lakes area or elsewhere.

If you have any questions, please contact me at 882-4697.

Take care,

H-5

Tim Thier

**Montana Department  
of  
Fish, Wildlife & Parks**



8 August, 1991

Tom Wittenger  
USDA Forest Service  
1935 3rd. Ave. East  
Kalispell, MT 59901

Tom,

During our telephone conversation last week, you requested information regarding grizzly bear response to snowmobile traffic. The South Fork Grizzly Bear Research Project was not designed to investigate bear/snowmobile relationships; we have no data on snowmobiling patterns, or use levels within the study area. Furthermore, we do not know whether snowmobiles will displace bears from their dens, or if snowmobile noise thresholds exist. However, we are able to provide you with preliminary biological data, obtained from radio-instrumented grizzly bears, that should be of value regarding the issue of snowmobiling. Our comments will be limited to the biology of South Fork grizzly bears during the critical spring snowmobiling months. A critical assumption, which is only partially true, is that all denning habitats are potential snowmobiling areas. A more detailed review of our denning habitat data would be appropriate.

Each of our aerial telemetry locations is labeled with a ground moisture index. This somewhat subjective index varies from habitats that are xeric to those under snow. In Figure 1, we have summarized the percent of weekly aerial locations where grizzly bears were actually present on snow. It is not possible from these data to determine if the bears were in contiguous snow habitats or were simply using small snow patches. However, in general females and females with young were found in relatively high elevation habitats covered by snow from 20 October through 20 May. Generally, females in the South fork remain at relatively high elevations and within the snow zone quite late into the spring. As apparent in Figure 1, male grizzly bears leave dens earlier in the spring; use of habitats under snow was less than 40% by 20 May.

Grizzly bears do not leave the denning area immediately after emerging from the den chamber. Conversely, bears will often spend between two and four weeks in the den vicinity. Figure 2 displays the weeks that grizzly bears of several age/sex classes remain in the vicinity of their den. Females with new cubs were found near their dens from week 14 through week 19 (2 April-11 May). Solitary adult females were found near dens from week 11 through week 18 (3/18-5/4). Figure 3 shows the average weekly elevations of females

with cubs during spring 1990 and 1991.

We believe that the denning and post-denning period is more important to females with cubs and yearlings than other age/sex classes. Our telemetry flights show clearly that family units continue to use the den chamber throughout the period until cubs are older and physically able to travel. Furthermore, families may be reluctant to travel to the lower elevation and limited snow free zones at a time when males are concentrated there. Theoretically, solitary grizzly bears could move from snowmobile disturbance at any time. Flight response to snowmobiles may be similar to other motorized vehicles.

In summary, females (or family groups) den at elevations exceeding 5800 feet on a variety of aspects, on steep slopes, and may remain near the den until 11 May. High elevation snowmobiling after 8 April may increase the potential for encounters with females and young at the den site. The ability of a family to flee from disturbance would be quite limited at this time of year.

Incidentally, over the past five years, we have noticed a lot of illegal high elevation snowmobile use in the Jewel Basin Hiking Area. Our observations suggest that enforcement of current snowmobiling regulations would be one area of improvement.

Sincerely,

Richard Mace  
Project Leader

Timothy Manley  
Research Specialist

## **APPENDIX I**

**Wildlife Concerns**

**Elk Winter Range Map**

**Moose Winter Range Map**

**White-Tailed Deer Winter Range Map**

**Mule Deer Winter Range Map**

**T & E Species Map**



**Montana Department  
of  
Fish, Wildlife & Parks**



P.O. Box 507  
Trego, MT, 59934  
ph. (406) 882-4697  
Ref:TT12.96

August 31, 1995

TO: Wayne Worthington

FROM: Tim Thier, FWP Biologist

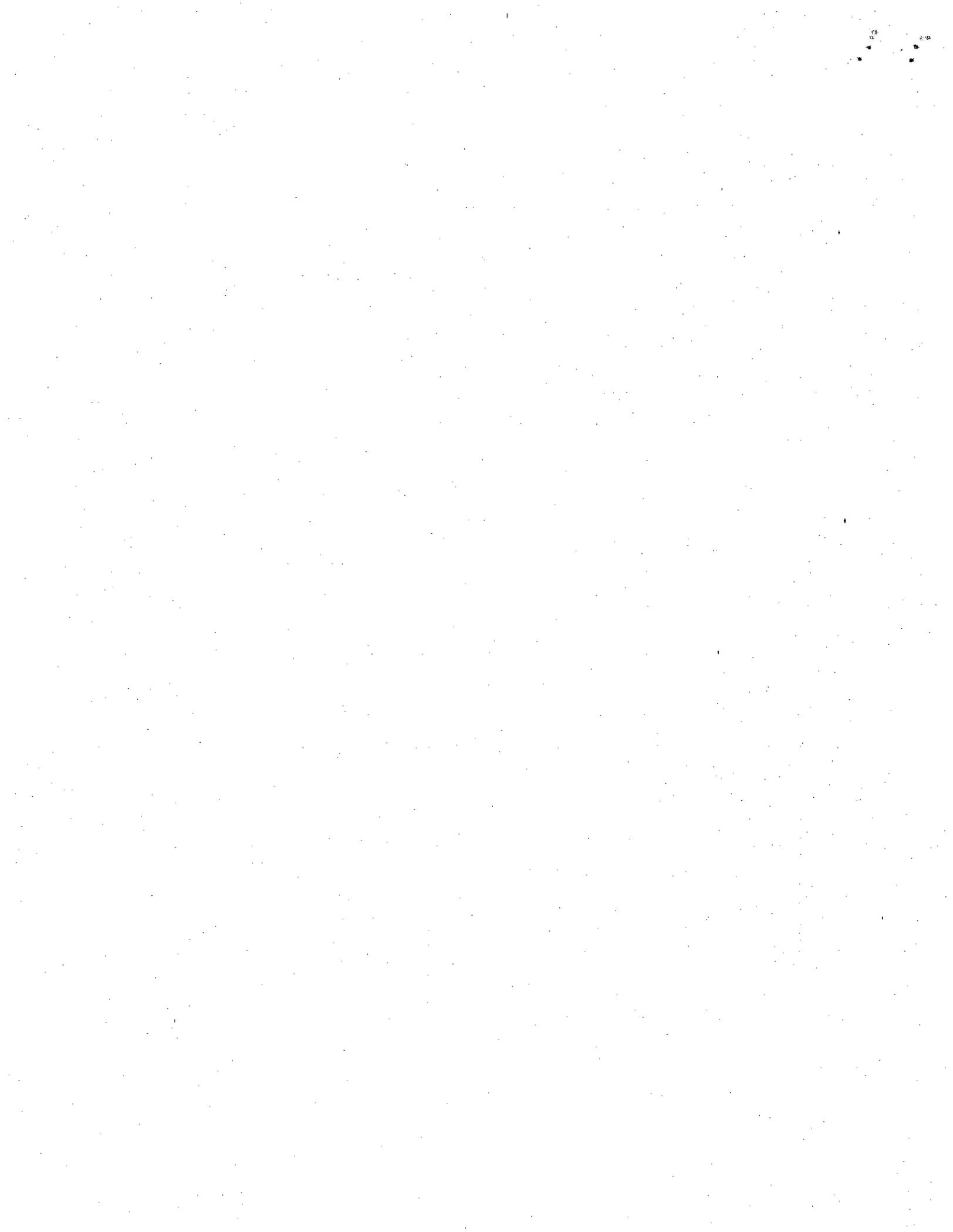
SUBJECT: Winter use of wildlife in the Ten Lakes area.

Susie Hawkins asked that I contact you and clarify or confirm a couple aspects regarding wildlife in the Ten Lakes area.

To begin, I do not believe the grooming currently being conducted or proposed in the Ten Lakes area acts as a barrier to any type of wildlife movements. Wildlife use of habitat directly adjacent to the groomed trail may be somewhat reduced, but is not impeded. Animals wishing to cross the trail no doubt do so, especially during the nighttime hours.

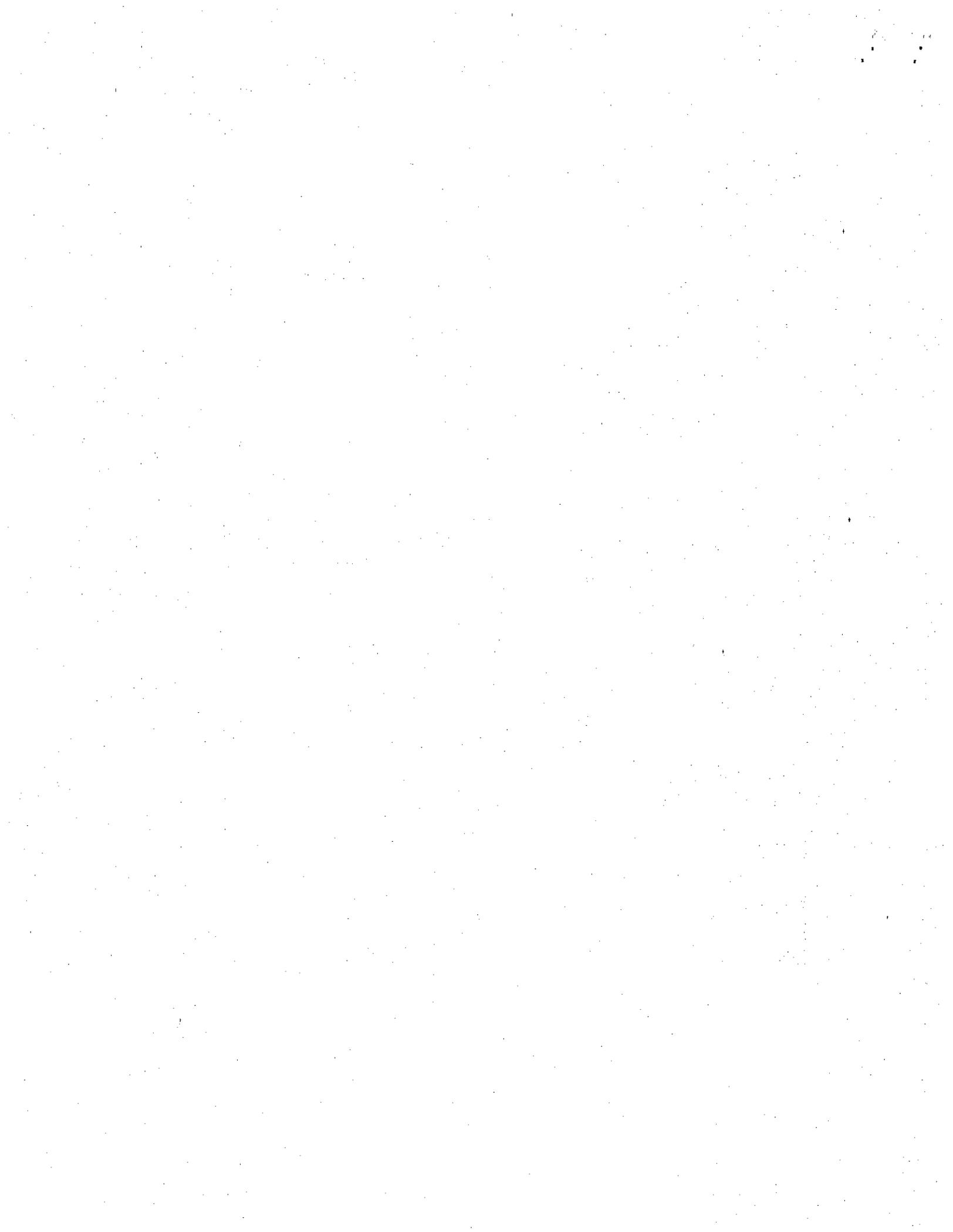
Winter range for mule deer and elk in the lower Grave Creek area has not been clearly defined, and will vary according to winter severity and other factors. Total numbers of these animals wintering in the Birch Creek area is unknown, but not believed to be great. In mild winters the Birch Creek area may be considered winter range, while in more severe winters it is not. Most of the winter use occurs along the lower slopes of Gibraltar Ridge (see attached map. Again, vehicle use to and from the parking area may be displacing some animals, but the total effect on the population is believed minor.

If you have other questions or if I can be of further assistance, please feel free to contact me.





I-2



**Montana Department  
of  
Fish, Wildlife & Parks**



P.O. Box 507  
Trego, MT. 59934  
ph. (406) 882-4697  
Ref:TT26.96

December 14, 1995

TO: Wayne Worthington

FROM: Tim Thier, FWP Biologist

SUBJECT: Update on 3/17/95 comments regarding wildlife/snowmobile issues in the Ten Lakes area.

Earlier I offered comments on what I believed the potential impact on wildlife would be due to the grooming of roads in the Ten Lakes Area. At this time I would like to expound on those comments and have segregated my comments by species:

Grizzly Bears: Grizzly bears use the Ten Lakes Area and may den there. The effects of snowmobiles on grizzly bear use of the area is not clear, but probably not great. I was personally involved with grizzly bear and black bear research for over 15 years, during which time I observed or visited several dozen grizzly bear dens. Most grizzly dens that I observed were on very steep ( $\geq 70\%$ ), upper elevation slopes, usually near the head of avalanche chutes. Exceptions were noted in the Yaak area, where very steep slopes with avalanche chutes are limited. Steep, upper elevation slopes near the head of avalanche chutes are rarely conducive to the riding of snowmobiles.

Although bears may leave the den site by early April, it is usually early May for females with cubs. Once they leave their den, bears normally move to open, southern slopes that are generally free of snow. Once again, these are not areas one would normally expect snowmobiles. As stated earlier, I am not aware of any instances where snowmobilers have displaced grizzly bears from their den in the Ten Lakes area or elsewhere.

It is my opinion that the threat posed by snowmobilers to grizzly bears in the Ten Lakes area is minimal. I am much more concerned about the welfare of grizzly bears during the remainder of the year - when they interact with people living in their spring range, with hunters, hikers and campers in the backcountry. Since grizzly bears are currently listed as "Threatened" under the Endangered Species Act, final decision on this matter obviously

rests with the U.S. Fish and Wildlife Service.

Wolves: As stated earlier, I have personally observed a wolf and wolf tracks in the Ten Lakes area. Generally, wolves will be found where there are large concentrations of deer, their principle prey. Normally during winter months, this will be at lower elevations or on southwestern slopes at mid elevations. It is my opinion that wolf use of the Ten Lakes area during winter months is low, and the potential for conflict with snowmobiles minimal. The one track I saw during several trips there last winter was within 1 mile of the parking area. Even if wolf use did occur year-round, I am not aware of any motorized travel restrictions imposed by the U.S. Fish and Wildlife Service. Once again, the USFWS is the final authority due to the listing of wolves as "Endangered" under the Endangered Species Act.

Caribou: No caribou are believed to reside in Montana at this time, and I am not aware of any credible sightings of caribou or their tracks in the Ten Lakes area since 1984. In September of 1994, I received what appeared to be a credible report of 12 caribou near Saint Clair Peak by three hikers. Within hours of receiving the report, I contracted the services of a pilot and thoroughly surveyed the area from the air. Seeing nothing of interest, I hiked into the exact site where the "caribou" had been observed. I found nothing but the fresh tracks and scat of bighorn sheep. Further discussions with the three observers convinced me that what they had seen were in fact sheep.

While future use of the Ten Lakes area by caribou will always remain a possibility, it is fairly unlikely. The B.C. Fish and Wildlife Branch is unaware of any caribou directly to the north of Ten Lakes in southeast B.C. In the event that caribou are someday found residing in the area, it is my opinion that at that time the potential effects of snowmobiles on caribou use of habitat should be re-examined.

Wolverines, Fishers and Pine Marten: These three members of the weasel family (Mustelidae) are all believed to reside in the Ten Lakes area. Trappers catch many pine marten in the area during the winter months, and occasionally wolverine are legally harvested as well. As recently as 1994 a wolverine was harvested in Blacktail Creek, and several trappers reported seeing multiple sets of wolverine tracks this past winter as well. I personally observed wolverine tracks in the Williams Creek drainage in March. Also this past winter, I received two reports of fisher tracks in the Ten Lakes area and personally saw what I thought were fisher tracks near Big Therriault Lake.

The effects snowmobiles may have on mustelids is poorly documented in the literature. This past summer I attended an International Symposium on fishers and pine marten in Edmonton, Alberta. Of 48 papers presented by researchers from all over the world on topics ranging from food habits to habitat alteration, none addressed the effects of human disturbance on animal

movements. I also examined a recently published book entitled, "Martens, Sables, and Fishers: biology and conservation" edited by Buskirk, Harestad, Raphael and Powell (1994). Thirty papers are presented, again none of them dealing with the effects of human disturbance. Several other sources were examined, all with similar results. The only reference I could find was in a publication entitled "The Scientific Basis for Conserving Forest Carnivores (American Marten, Fisher, Lynx, and Wolverine) in the Western United States" by Ruggiero, Aubry, Buskirk, Lyon and Zielenski (1994). In it, Hornocker and Hash (1981) are cited as suggesting that human access or all-terrain vehicles in winter and early spring could cause behavioral disturbances.

In December of 1994, I attended a workshop on Forest Carnivores held in Kalispell that was attended by researchers and managers from throughout the Pacific Northwest. There, Jeff Copeland described his research on wolverines near Boise, ID. He described how females with young appeared especially susceptible to human disturbance. This was demonstrated by approaching den sites on skis, only to have the females move their young to another area. The assumption is made that a similar or greater responses could be expected with snowmobiles. While this may be true, I have not seen anything published.

I recall Copeland stating that female wolverines on his Boise study area tended to den in boulder fields upslope from areas where ungulates wintered. That being the case, I would expect wolverines to den more in the heads of drainages along the west face of the Ten Lakes area than in the interior. Examples would be the head of Blacktail, Indian, Sinclair and Griffith Creeks. While I am not totally familiar with snowmobile use in these areas, I believe they receive little use.

It is important to note that this past winter, I personally observed where at least one and probably two wolverines crossed a groomed and heavily used snowmobile trail near Upper Whitefish Lake eight times in a six mile stretch. A week earlier, I observed fresh wolverine tracks from probably a third, larger individual crossing the same trail several times. While none of these involved females with young, it does demonstrate some level tolerance of snowmobiles and groomed trails by at least some wolverines.

Due to the lack of published information and the lack of analysis in the E.A. on total snowmobile use in the Ten Lakes and surrounding area, this is a difficult issue to address. The E.A. addresses only the grooming of the trail and not off-trail use, which undoubtedly increases with grooming. Perhaps a more detailed examination of the amount and location of off-trail use is warranted before any conclusions about the effects of snowmobiles on denning female wolverines can be made.

Lynx: As with wolverines and fishers, the U.S. Forest Service also regards the lynx as a sensitive species. Tracks of lynx are

frequently reported by trappers as the Ten Lakes area, and I personally observed lynx tracks in Williams Creek in March of 1995. Fish, Wildlife and Parks currently regards the lynx as a furbearer with an allowed quota of 2 legally harvested lynx per year in the state.

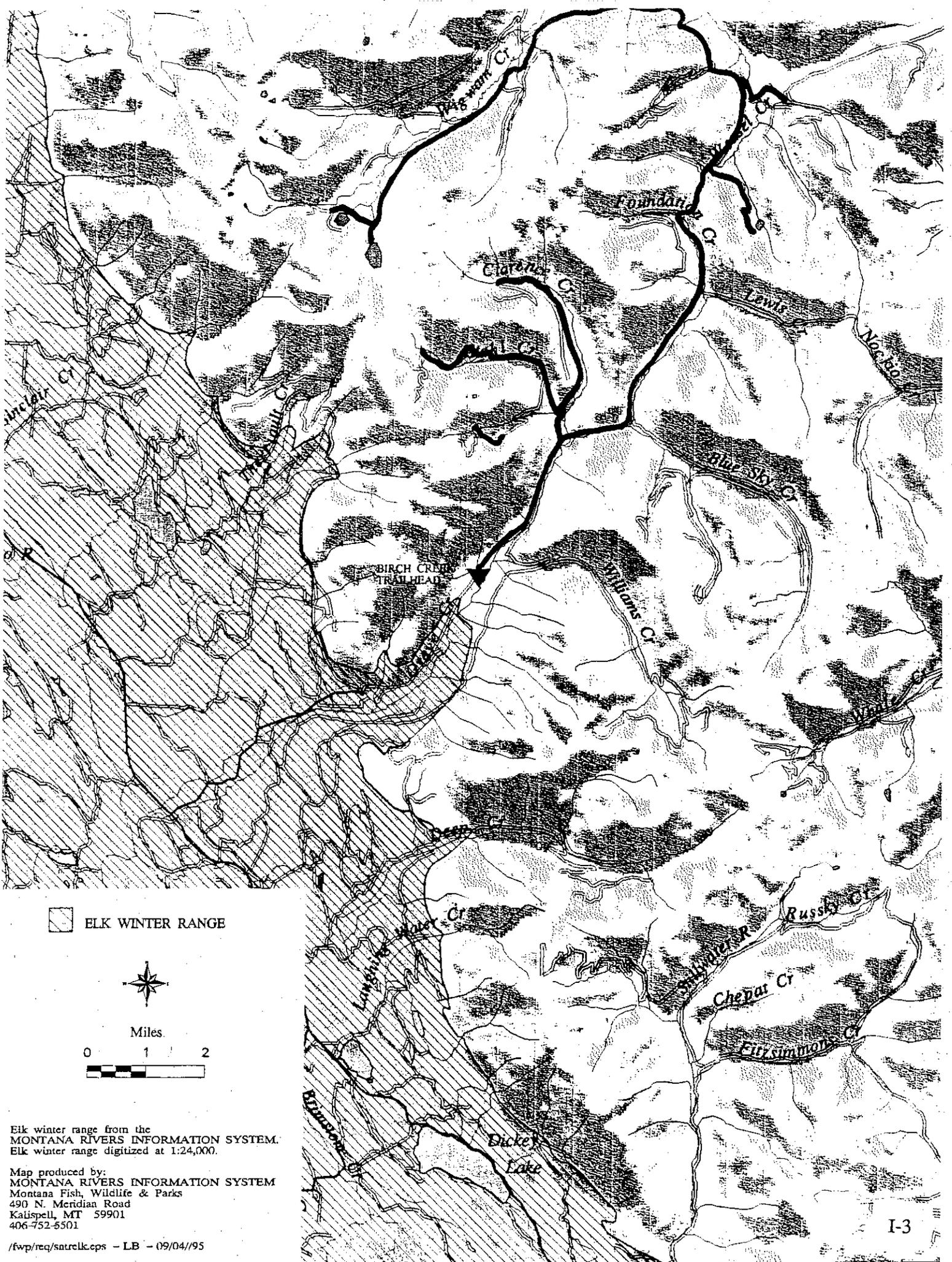
As with the mustelids, I reviewed my available literature for information relating to the effects of human disturbance on lynx. I was unable to find anything on this subject. However, numerous authors addressed the relationship of lynx to their principle prey, snowshoe hares. Further, it was frequently stated that hare densities were greatest (and hence lynx use of habitat) in areas of dense, young coniferous forests. Approximately 15,000-20,000 stems per hectare (6,000-8,000 stems per acre) was generally considered optimum for lynx foraging habitat (Ruggiero et al. 1994). While sites such as this exist within the Ten Lakes area, I seriously doubt they receive much use by snowmobilers except on cleared trails. Again, it is my opinion that the impact of snowmobiles on lynx in the Ten Lakes area is minimal.

Deer, Elk and Moose: As stated in my earlier memo, little use of ungulates occurs within the Ten Lakes area during the winter months. Most animals move either north into the B.C. portion of the Wigwam River or west to the south and west facing slopes overlooking Eureka. A few mule deer will winter on the slope above the parking area, as will some moose in Blue Sky Creek and possibly several other southwest facing slopes. However, during several trips to the Ten Lakes area last winter, I do not recall seeing any ungulate tracks. Of all ungulates, moose are probably least disturbed by noise from motorized vehicles. In my opinion, use of the area by snowmobiles is probably having a minimal effect on wintering ungulates.

Hopefully this more detailed memo has clarified questions you and others may have about wildlife use in the Ten Lakes area. If you have other questions or if I can be of further assistance, please feel free to contact me.

Sincerely,

*Timothy J. P. P.*



 ELK WINTER RANGE

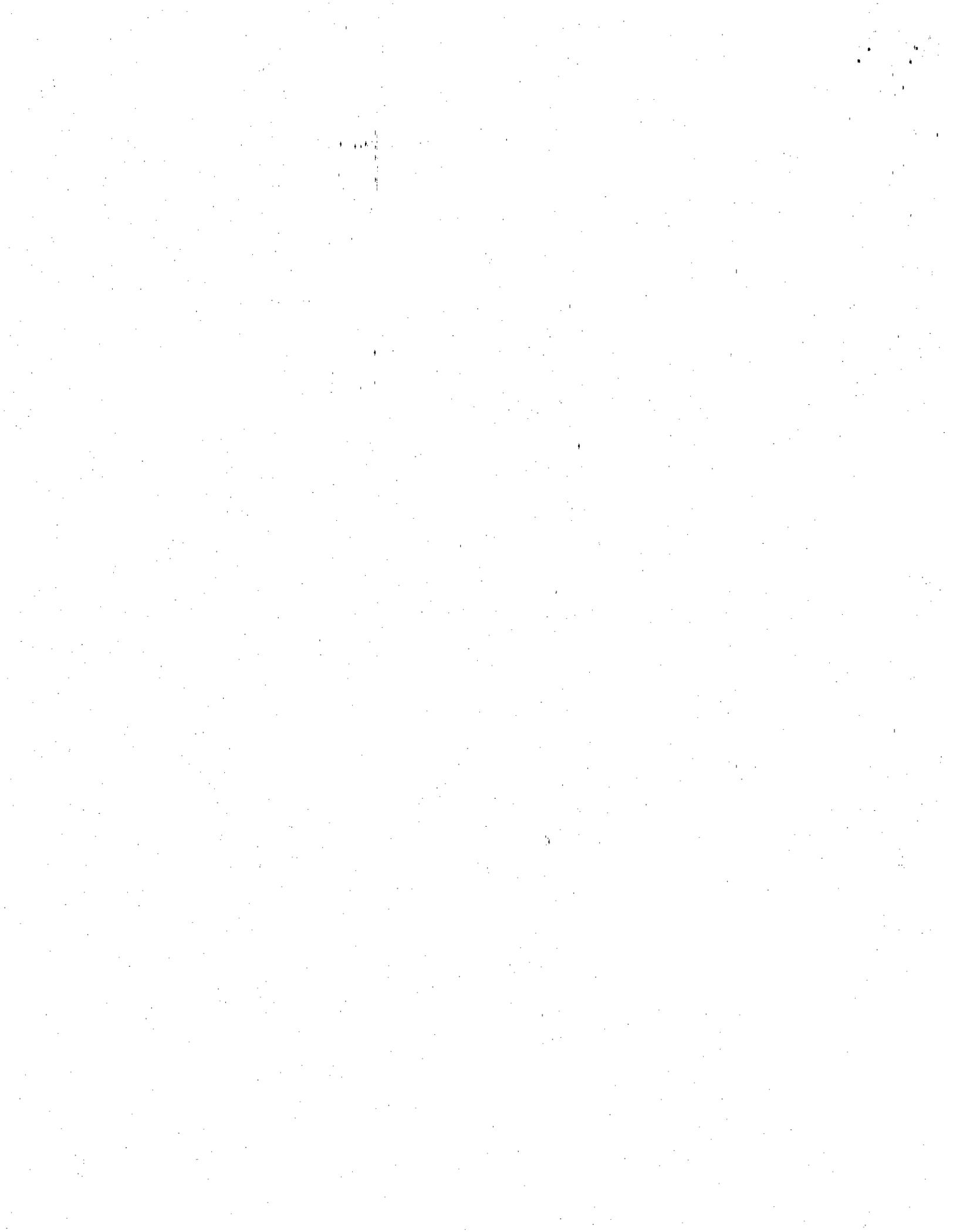


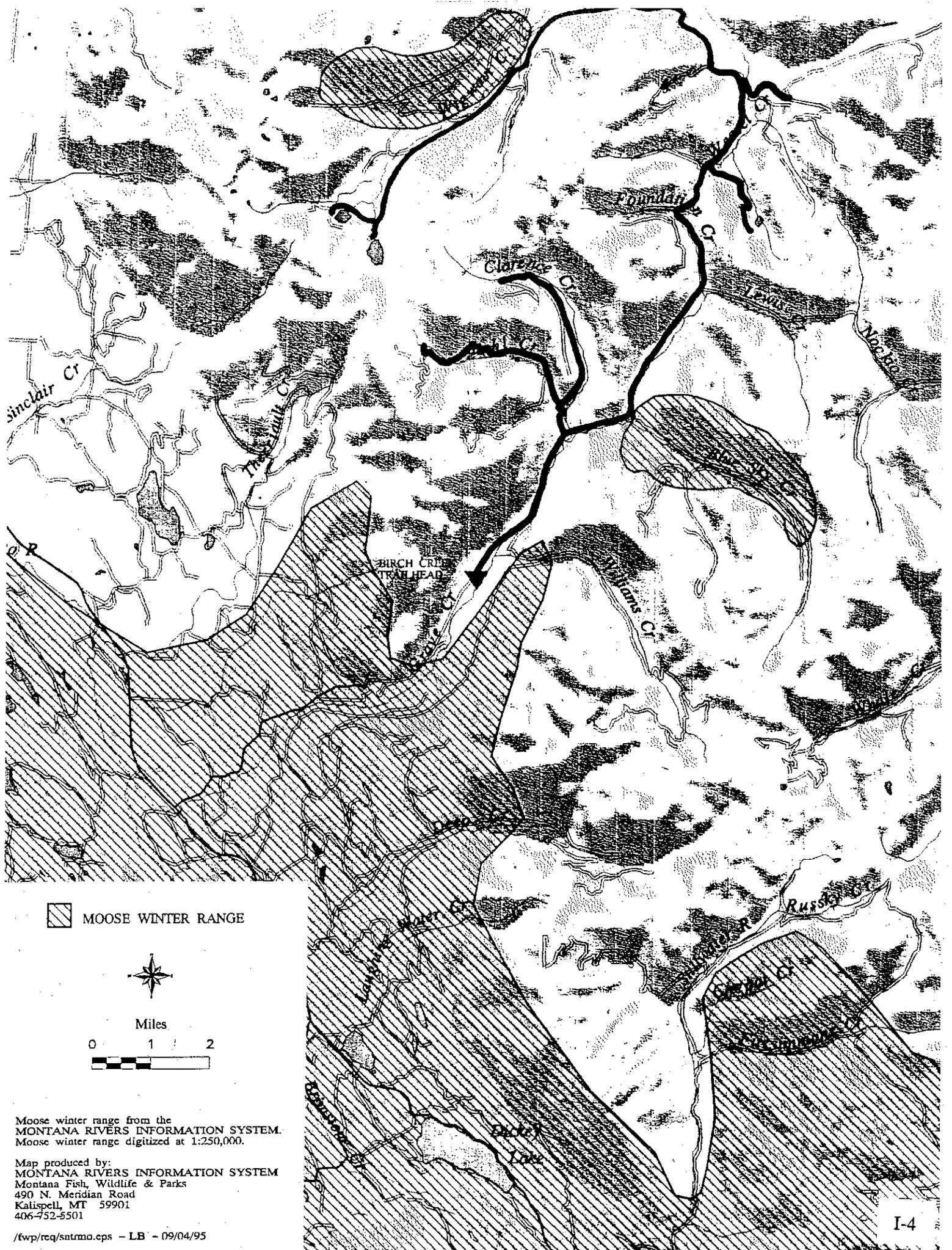
Miles



Elk winter range from the  
 MONTANA RIVERS INFORMATION SYSTEM.  
 Elk winter range digitized at 1:24,000.

Map produced by:  
 MONTANA RIVERS INFORMATION SYSTEM  
 Montana Fish, Wildlife & Parks  
 490 N. Meridian Road  
 Kalispell, MT 59901  
 406-752-5501





 MOOSE WINTER RANGE

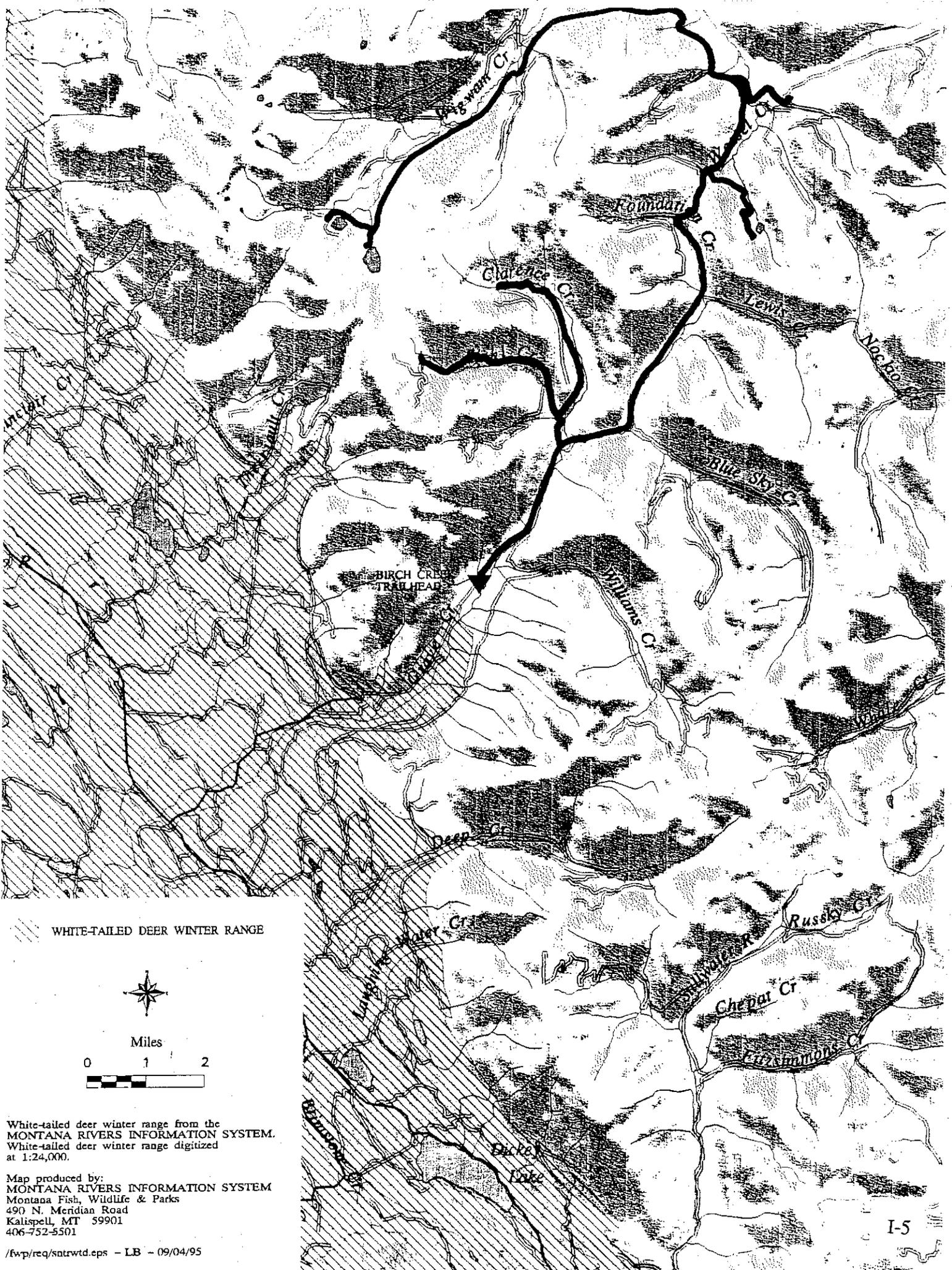


Miles  
0 1 2

Moose winter range from the MONTANA RIVERS INFORMATION SYSTEM. Moose winter range digitized at 1:250,000.

Map produced by:  
MONTANA RIVERS INFORMATION SYSTEM  
Montana Fish, Wildlife & Parks  
490 N. Meridian Road  
Kalispell, MT 59901  
406-752-5501





WHITE-TAILED DEER WINTER RANGE

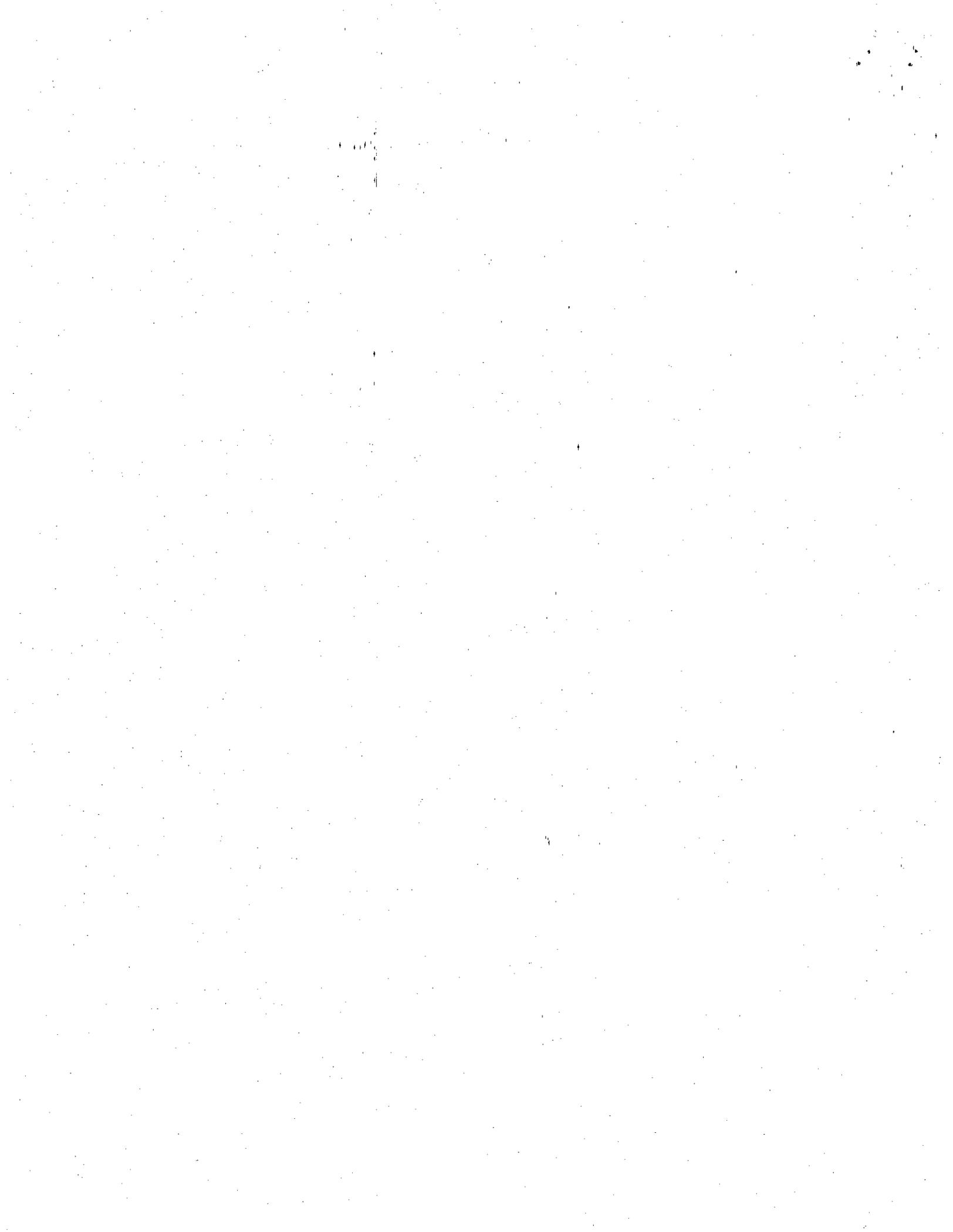


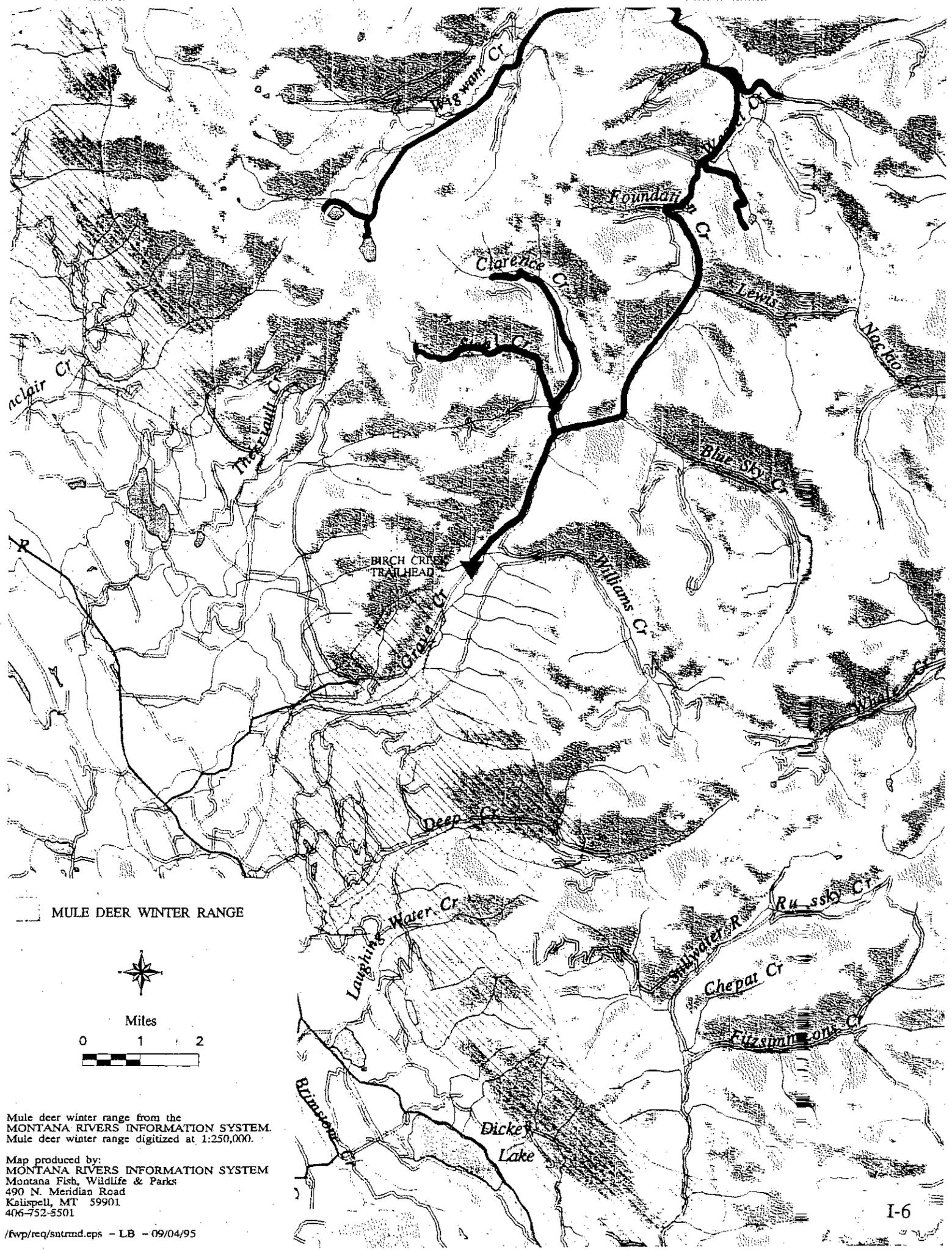
Miles



White-tailed deer winter range from the MONTANA RIVERS INFORMATION SYSTEM. White-tailed deer winter range digitized at 1:24,000.

Map produced by:  
 MONTANA RIVERS INFORMATION SYSTEM  
 Montana Fish, Wildlife & Parks  
 490 N. Meridian Road  
 Kalispell, MT 59901  
 406-752-5501

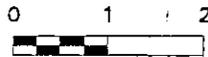




MULE DEER WINTER RANGE

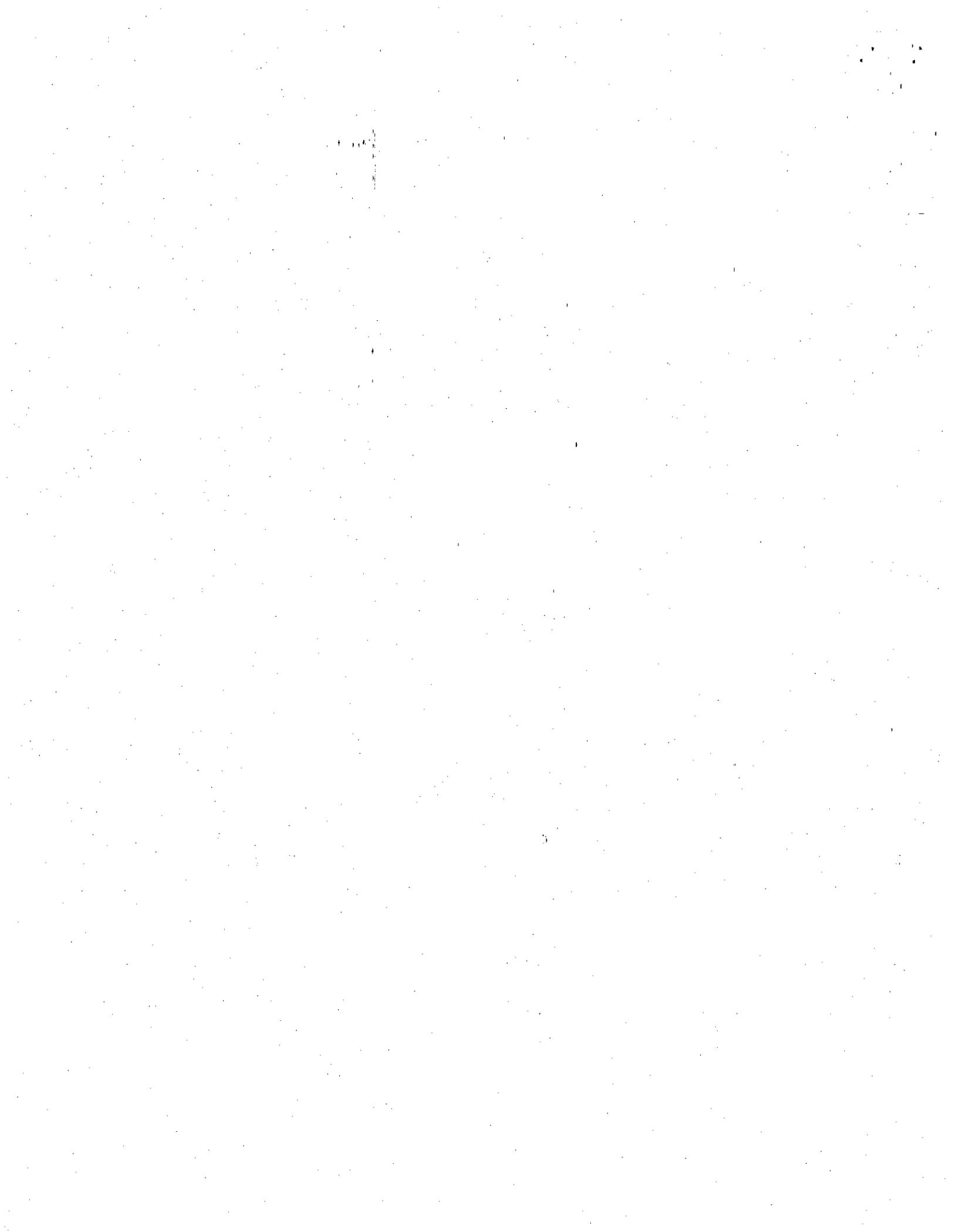


Miles



Mule deer winter range from the MONTANA RIVERS INFORMATION SYSTEM. Mule deer winter range digitized at 1:250,000.

Map produced by:  
 MONTANA RIVERS INFORMATION SYSTEM  
 Montana Fish, Wildlife & Parks  
 490 N. Meridian Road  
 Kalispell, MT 59901  
 406-752-5501



**Montana Department  
of  
Fish, Wildlife & Parks**



1420 East Sixth Avenue  
Helena, Montana 59620

July 5, 1995

Marty Watkins  
Region 1, Fish, Wildlife & Parks  
~~P.O. Box 67~~  
Kalispell, MT 59901

Dear Marty:

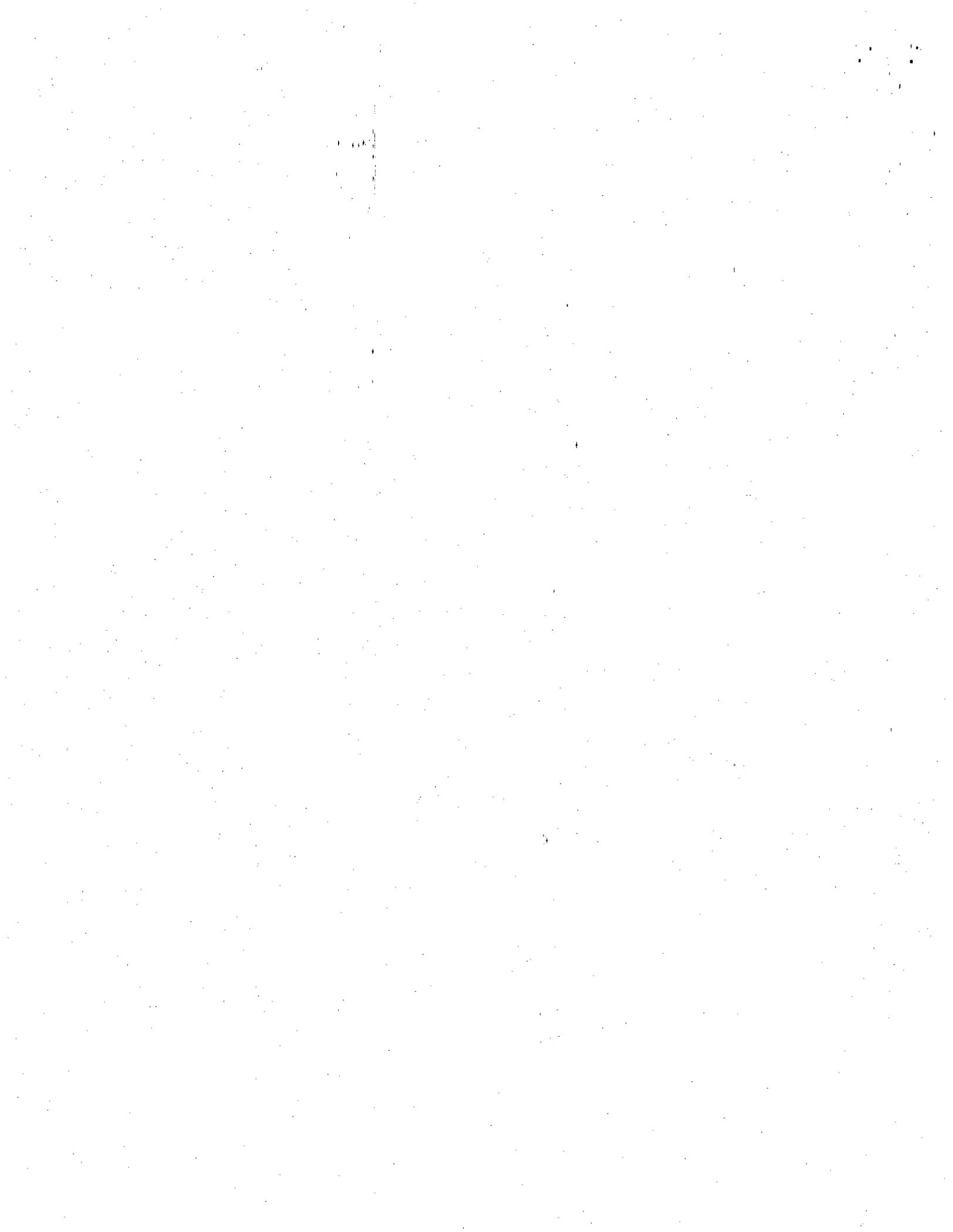
Here is the GIS information you requested. This identifies threatened, rare and endangered species. Pretty fancy, isn't it? 1

The only wildlife or plant species that showed up for your system is West Slope Cutthroat Trout, which is obviously only in streams, and Columbia Lily and Mingan Island Moonwort. You can see on the accompanying Map 1 the location of these populations and analyze how they relate to the trail. If your trail in this location is on roadways, there should be no problem.

If you have any questions, give me a call.

Sincerely,

Bob Walker  
State Trails Program Coordinator  
Parks Division



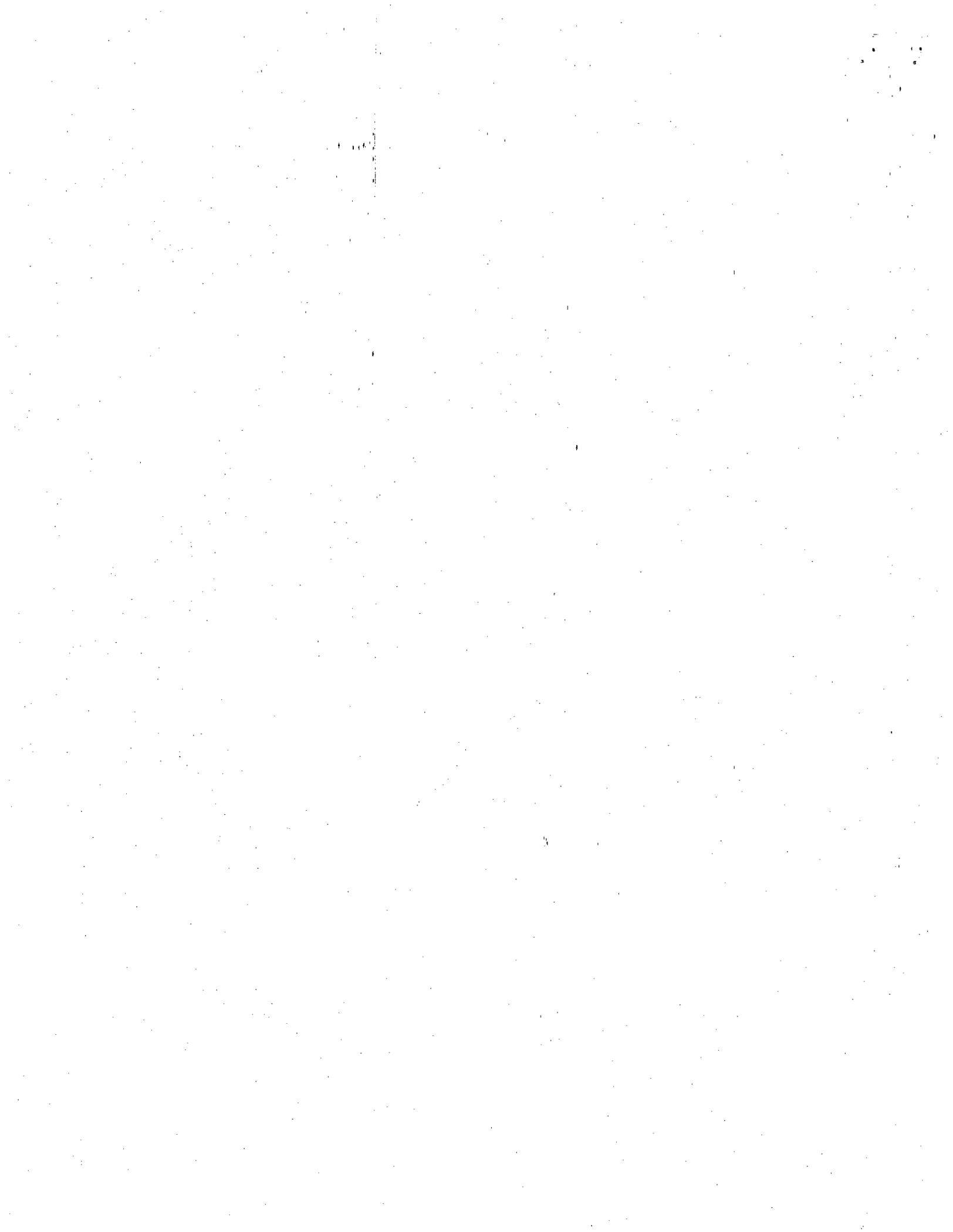
May 30, 1995

1

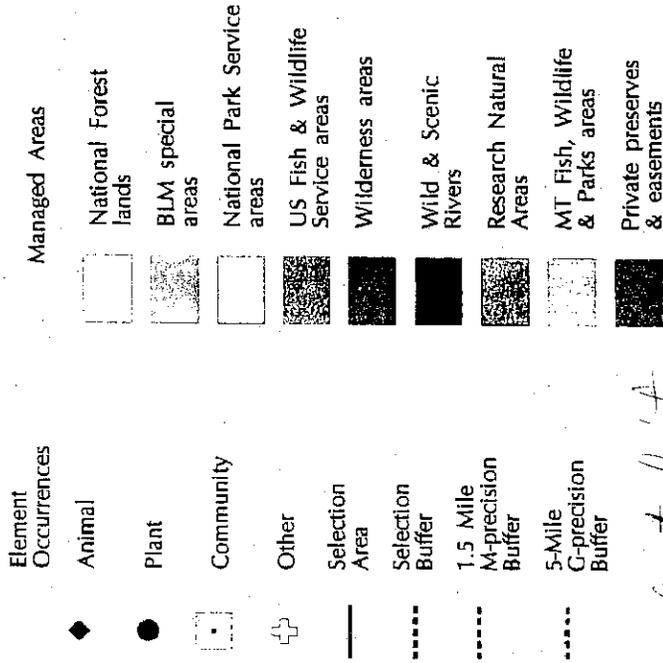
MONTANA NATURAL HERITAGE PROGRAM  
Species of Special Concern: Lincoln County

Ref.	Name/Common Name	G Rank	S Rank	USESA	USFS	Township-Range-Sec.	County(ies)
048	GAVIA IMMER COMMON LOON	G5	S3B,S2N		SENSITIVE	035N026W 07	Lincoln
033	* HISTRIONICUS HISTRIONICUS HARLEQUIN DUCK	G4	S2B,S2N	C2	SENSITIVE	036N025W 15 037N024W 32	Lincoln
049	GAVIA IMMER COMMON LOON	G5	S3B,S2N		SENSITIVE	036N026W 22	Lincoln
089	GAVIA IMMER COMMON LOON	G5	S3B,S2N		SENSITIVE	036N026W 26	Lincoln
066	HALIAEETUS LEUCOCEPHALUS BALD EAGLE	G4	S3B,S3N	LELTNL	ENDANGERED	036N026W 33	Lincoln
030	CYPRIPEDIUM CALCEOLUS VAR PARVIFLORUM SMALL YELLOW LADY'S-SLIPPER	G5Q	S2S3		SENSITIVE	036N026W 33	Lincoln
037	GAVIA IMMER COMMON LOON	G5	S3B,S2N		SENSITIVE	037N027W 16	Lincoln
078	GAVIA IMMER COMMON LOON	G5	S3B,S2N		SENSITIVE	037N027W 22	Lincoln
082	GAVIA IMMER COMMON LOON	G5	S3B,S2N		SENSITIVE	037N027W 28	Lincoln
085	GAVIA IMMER COMMON LOON	G5	S3B,S2N		SENSITIVE	037N027W 17	Lincoln
001	TYMPANUCHUS PHASIANELLUS COLUMBIANUS COLUMBIAN SHARP-TAILED GROUSE	G4T2T3	S1	C2	SENSITIVE	037N027W 26	Lincoln
002	TYMPANUCHUS PHASIANELLUS COLUMBIANUS COLUMBIAN SHARP-TAILED GROUSE	G4T2T3	S1	C2	SENSITIVE	037N027W 23	Lincoln
003	TYMPANUCHUS PHASIANELLUS COLUMBIANUS COLUMBIAN SHARP-TAILED GROUSE	G4T2T3	S1	C2	SENSITIVE	037N027W 11	Lincoln
002	STIPA COMATA MID STEPPE SERIES NEEDLE-AND-THREAD MID STEPPE SERIES	Z	Z			037N027W 26	Lincoln
001	SILENE SPALDINGII SPALDING CAMPION	G2	S1	C2	WATCH	037N027W 26	Lincoln
008	SILENE SPALDINGII SPALDING CAMPION	G2	S1	C2	WATCH	037N027W 11	Lincoln
011	SILENE SPALDINGII SPALDING CAMPION	G2	S1	C2	WATCH	037N027W 25	Lincoln

17 Records listed.



# Species of Special Concern: Search Area: T36-37N, R25-26W Kootenai Snowmobile Trails



*None involving trail system*

Not all legend items may occur on map.  
\*Precision\* buffers are designed to capture those records that, though mapped outside the selection area, may actually occur within it.





## **APPENDIX J**

**Noise Level for Snowmobiles**



History: En. Sec. 9, Ch. 434, L. 1971; amd. Sec. 2, Ch. 124, L. 1973; amd. Sec. 2, Ch. 91, L. 1974; amd. Sec. 1, Ch. 161, L. 1977; amd. Sec. 13, Ch. 417, L. 1977; amd. Sec. 14, Ch. 421, L. 1977; R.C.M. 1947, 53-1020(1); amd. Sec. 2, Ch. 218, L. 1979.

**23-2-634. Regulation of snowmobile noise.** (1) Except as provided in this section, every snowmobile must be equipped at all times with noise-suppression devices, including an exhaust muffler in good working order and in constant operation. A snowmobile may not be modified by any person in any manner that will amplify or otherwise increase total noise emissions to a level greater than that emitted by the snowmobile as originally constructed, regardless of date of manufacture.

(2) Every person who owns or operates a snowmobile manufactured after June 30, 1972, but prior to June 30, 1975, shall maintain the machine in such a manner that it will not exceed a sound level limitation of 82 dbA measured at 50 feet.

(3) A snowmobile manufactured after June 30, 1975, except snowmobiles designated for competition purposes only, may not be sold or offered for sale unless that machine has been certified by the manufacturer as being able to conform to a sound level limitation of not more than 78 dbA measured at 50 feet. Every person who owns or operates a snowmobile manufactured after June 30, 1975, shall maintain the machine in such a manner that it will not exceed a sound level limitation of 78 dbA measured at 50 feet.

(4) A manufacturer who certifies that a new snowmobile can comply with the noise limitation requirements of 23-2-601 through 23-2-644 shall affix a permanent notice of that certification to every snowmobile offered for sale in the state of Montana.

(5) In certifying that a new snowmobile can comply with the noise limitation requirements of 23-2-601 through 23-2-644, a manufacturer shall make the certification based upon measurements made in accordance with SAE recommended practice J192, as amended. The department, in enforcing the provisions of this section, shall make measurements of snowmobile noise in accordance with applicable practices outlined in the "Procedure for Sound Level Measurements of Snowmobiles" (January, 1969), as amended, used by the international snowmobile industry association or with other standards for measurement of sound level as the department may adopt.

(6) This section does not apply to organized races or similar competitive events held on:

(a) private lands or waters, with the permission of the owner, lessee, or custodian of the land or waters; or

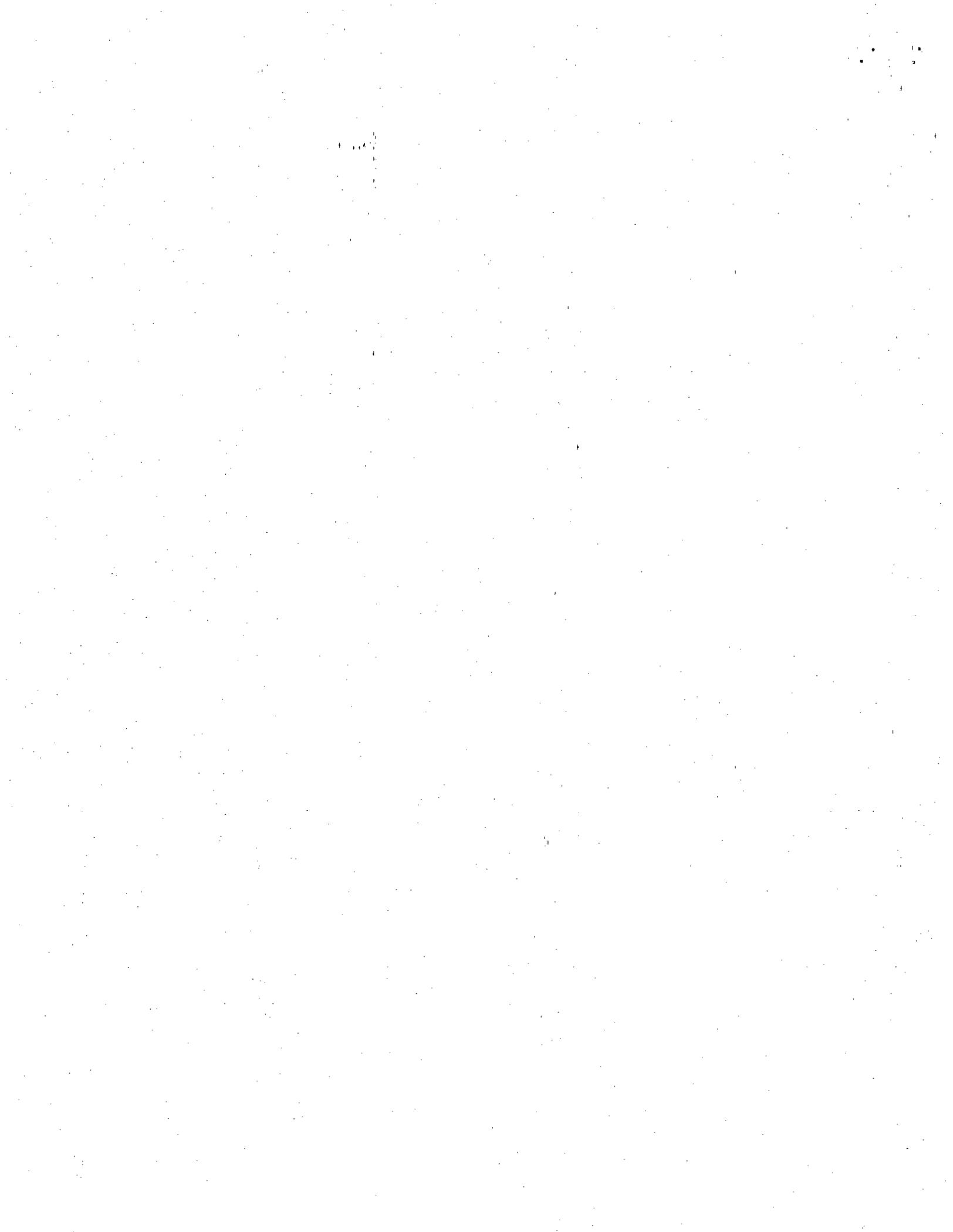
(b) public lands or waters, with the consent of the public agency having the authority to grant consent.

History: En. Sec. 9, Ch. 434, L. 1971; amd. Sec. 2, Ch. 124, L. 1973; amd. Sec. 2, Ch. 91, L. 1974; amd. Sec. 1, Ch. 161, L. 1977; amd. Sec. 13, Ch. 417, L. 1977; amd. Sec. 14, Ch. 421, L. 1977; R.C.M. 1947, 53-1020(part); amd. Sec. 9, Ch. 363, L. 1979; amd. Sec. 7, Ch. 351, L. 1993.

**Compiler's Comments**

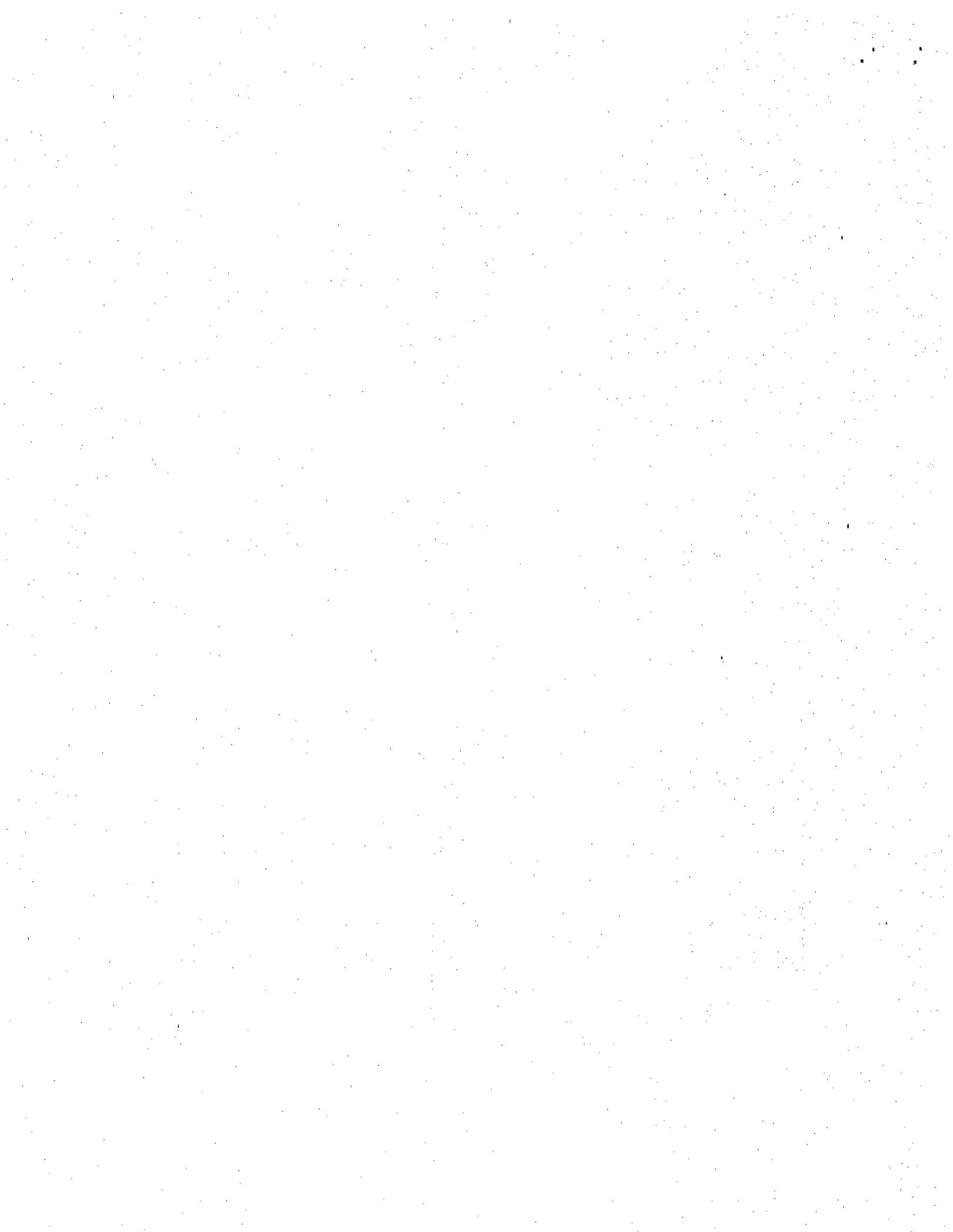
1993 Amendment: Chapter 351 in (6)(a), in two places, and in (6)(b), after reference to lands, inserted "or waters"; at end of (6)(b), after "consent", deleted "provided that total sound produced by such an event may not

exceed 50 dbA at any point 50 feet or more outside the area under the control of the sponsoring entity"; and made minor changes in style. Amendment effective April 16, 1993.



# **APPENDIX K**

**Permitted Snowmobile Use in Ten Lakes Wilderness Study Area**



Minerals and Geology

1. Refer to Forest standards for locatable minerals. Seasonal restrictions may occur.
2. No mineral leases will be issued.
3. Extraction of common minerals will not be permitted.

Lands

1. No rights-of-way, easements, or cost-share agreements are permitted.

Facilities

1. No road construction is permitted.
2. New trails may be constructed except when in conflict with grizzly habitat needs.
3. Trails will be maintained at level 1 or 2.
4. This MA is classified as a corridor exclusion area. (See Appendix 15.)

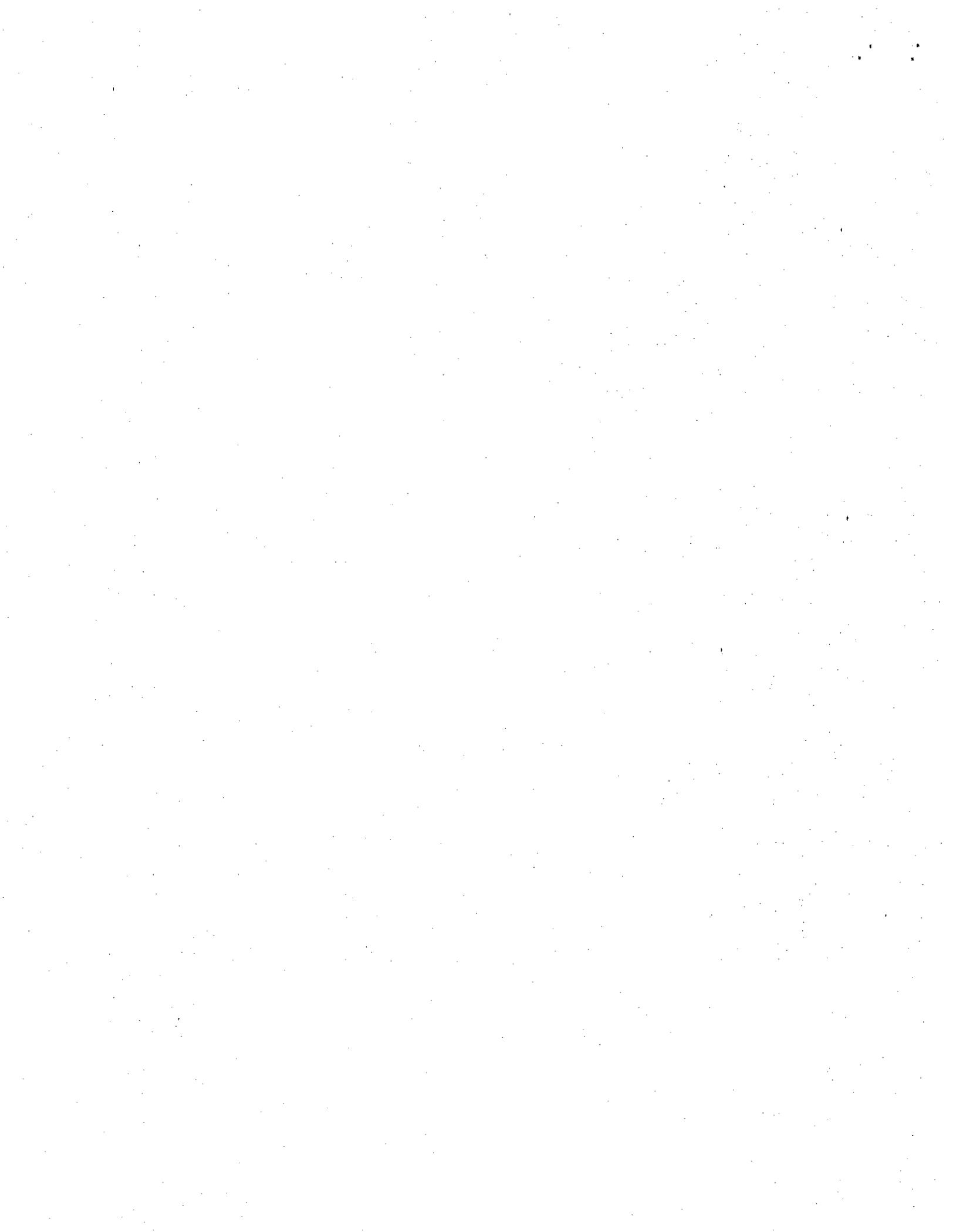
FirePrescribed Fire

## Planned Ignitions:

Acceptable as a means of wildlife habitat enhancement. All prescribed fires must be consistent with cavity habitat management, old growth requirements, and applicable soil, air, VQO and water quality standards.

## Unplanned Ignitions:

1. May be used in this MA to perpetuate the natural ecological process, provide habitat diversity for wildlife and prevent a buildup of fuels which could lead to a catastrophic fire in the future.
2. Fire must involve only this MA and/or adjacent ones for which the use of unplanned ignition for prescribed fire has been approved.
3. The expected life cycle effects of the fire must not adversely affect the goals or standards of this or any other MA.
4. A decision flow-chart will be prepared as part of the Fire Management Action Plan to conform to specific requirements of life and property, air quality, monitoring and managing resources, site, weather, expected fire behavior, and fuel type necessary for declaring an unplanned ignition a prescribed fire.



Wildlife and Fish

1. Habitat enhancement projects using prescribed fire, both planned and unplanned ignition, may occur, especially on areas of winter range.
2. Areas of mature timber and old growth are considered to be part of the old growth habitat on the Forest. Before using prescribed fire in an old growth area the amount of old growth will be determined for the major drainage affected, and not allowed to fall below the designated minimum (usually 10%).
3. Stocking of lakes with indigenous fish is permitted except the program may be cancelled for selected lakes if sites adjacent to those lakes become overused.
4. Isolated enclaves of pure strain trout species will be identified and preserved.

Range

1. There are no existing allotments for grazing domestic livestock and none are permitted.
2. Recreational pack stock is permitted to graze in this MA. If popular areas are overused or resource damage occurs the grazing of pack stock will be discontinued on those sites.

Timber

1. This MA is not suitable for timber production.
2. Timber harvest will not occur.

Soil, Water, and Air

1. All site rehabilitation projects will be done in a manner that protects wilderness values, using only native species for revegetation.
2. Comply with the Smoke Management Plan published by the Air Quality Bureau of the Montana Department of Health and Environmental Sciences and administered by the Montana State Airshed Group.

Riparian (See Riparian Area, Chapter II).

Mineral

1. Referred
2. No
3. Ex

Lands

1. No

Facilities

1. No
2. Ne
3. Tr
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P

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## C. STANDARDS

The Forest-wide management direction included in Chapter II of this plan applies to this MA.

Recreation

1. The VQO is preservation.
2. The ROS class is predominantly primitive. Some roads adjacent to proposed boundaries create a small amount of semi-primitive non-motorized and semi-primitive motorized recreation opportunities.
3. Roadless non-motorized forms of recreation (horseback riding and hiking) will be accommodated and managed.

~~Use of snowmobiles is presently permitted in this MA.~~ That use may continue unless it is determined to conflict with grizzly management or other wildlife standards. It is assumed that if any part of this MA becomes Congressionally designated Wilderness, snowmobile use will no longer be allowed.

5. Overused sites will be monitored, and if resource damage occurs the sites will be restricted or closed and rehabilitated.
6. Wilderness rangers will not be provided but signs and brochures will be made available for recreationists instructing them on "no trace" camping techniques, and "pack it in, pack it out" hiking.
7. Signs and informational brochures will also be made available advising users of the presence of grizzlies, and techniques of food storage and disposal to prevent conflict with the bears.

Wilderness

1. A Final Report and Proposal for the Ten Lakes area is in the process of being submitted to Congress. The separate report is required because Ten Lakes was designated a Montana Wilderness Study Area.
2. Any portion of this MA, or lands not presently in this MA that become Congressionally designated wilderness will be placed in MA-7.
3. A Wilderness management plan will be prepared for any area designated wilderness.
4. Permanent facilities for commercial outfitters and guides will not be permitted.
5. The cabin at Wolverine Lake will be retained. If the area is designated wilderness, the eventual disposition of the cabin will be determined by a site specific wilderness management plan.



MANAGEMENT AREA 9

34,200 Acres

A. DESCRIPTION

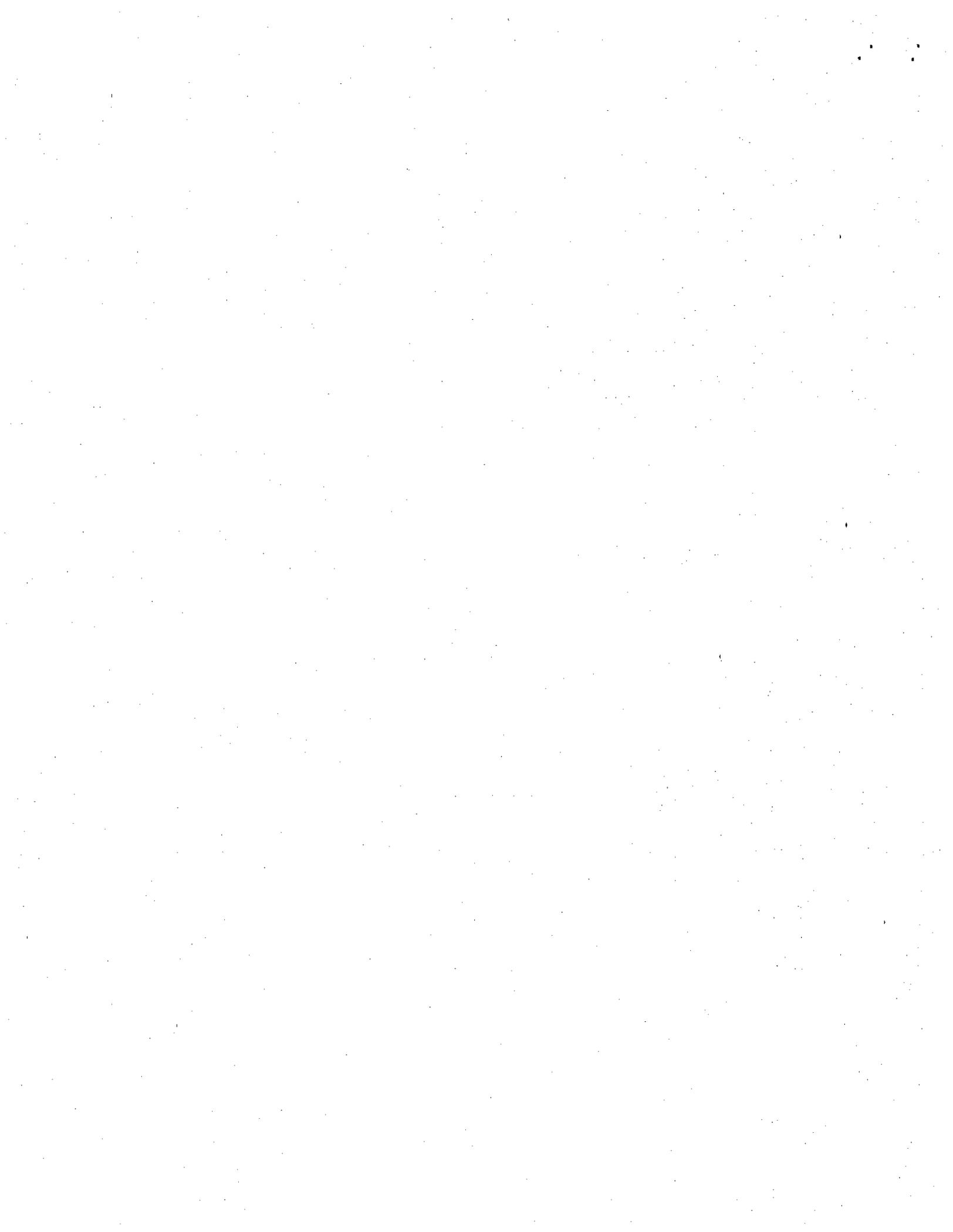
NOTE: The Ten Lakes Recommended Wilderness Area involves 7,000 acres outside of the Montana Wilderness Study Act Area (a portion of MA-8) and 26,000 acres inside the Study Area (a portion of MA-9) for a total of 33,000 acres. The entire area of MA-9 (34,200 acres) must be managed as described below in accordance with provisions of the Montana Wilderness Study Act even though all of the area is not recommended for Wilderness designation.

This entire area lies in Lincoln County. Elevations range from approximately 4000' to nearly 8000'. There are several small lakes in the area, many of which are popular for fishing. The size and configuration of the area is such that many people hike in and out the same day. The vegetation is sub-alpine with a few spruce basins scattered over the area. The west side is pine and fir and is high quality winter range for elk and deer. Recent discovery of caribou sign in the Ten Lakes area indicates a few animals may be present at least intermittently, however, no resident caribou population exists. The species is listed as sensitive on the Kootenai national Forest. The entire area is grizzly situation 1, and is in the Whitefish Range of the Northern Continental Divide Grizzly Bear Ecosystem. There has been some mineral activity in the past and a low level of exploration activity continues. The potential for mineral discoveries is low to moderate over most of the area. There has been interest in the oil and gas potential since the area lies within the Overthrust Belt. There are no active exploratory operations presently occurring.

B. GOALS

Retain the wilderness characteristics and values, allow natural ecological processes to continue, maintain the opportunity for primitive forms of recreation, and provide habitat which will contribute to the recovery of the grizzly bear.

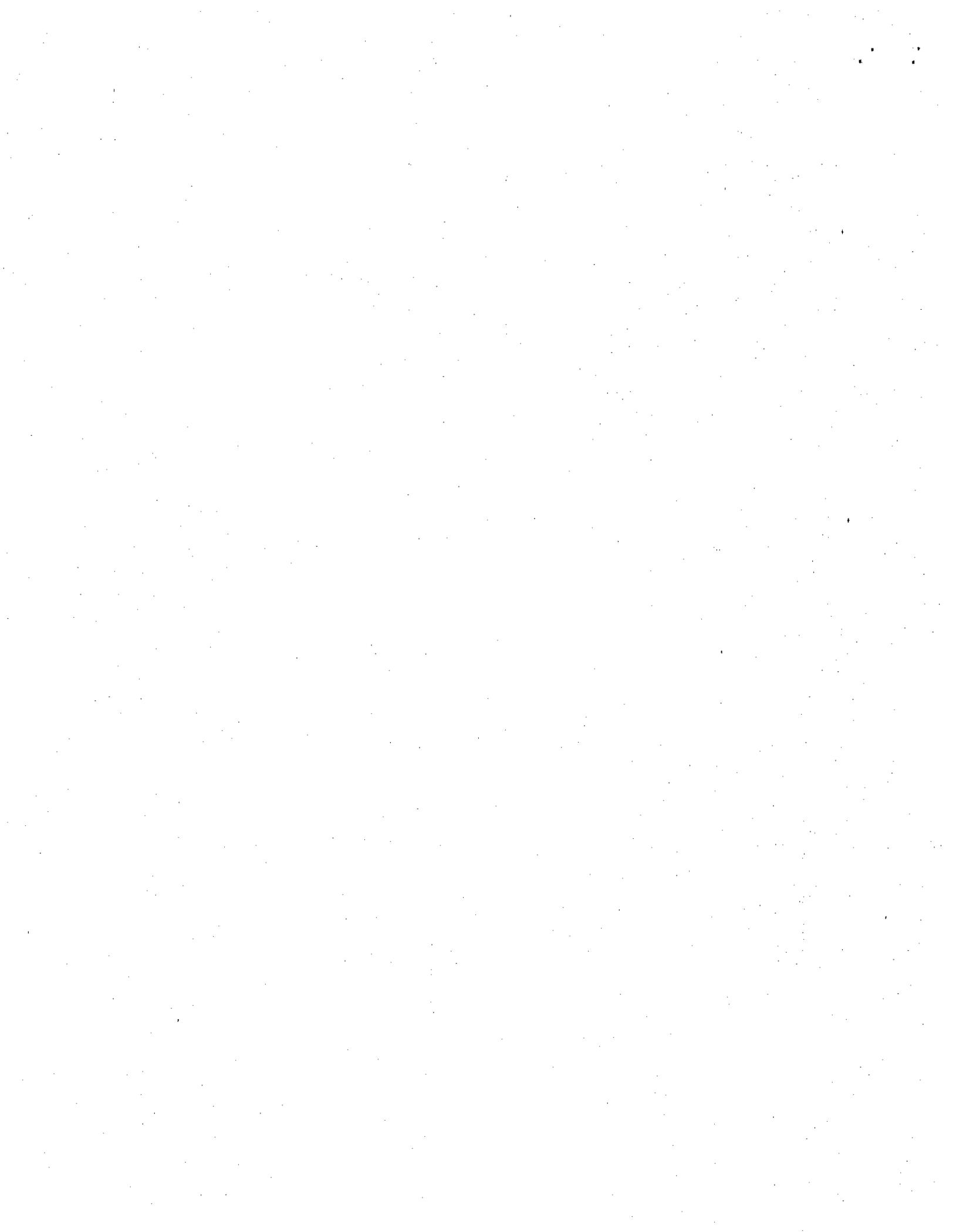
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3.  
4.  
5.



# APPENDIX L

## Public Awareness Plan

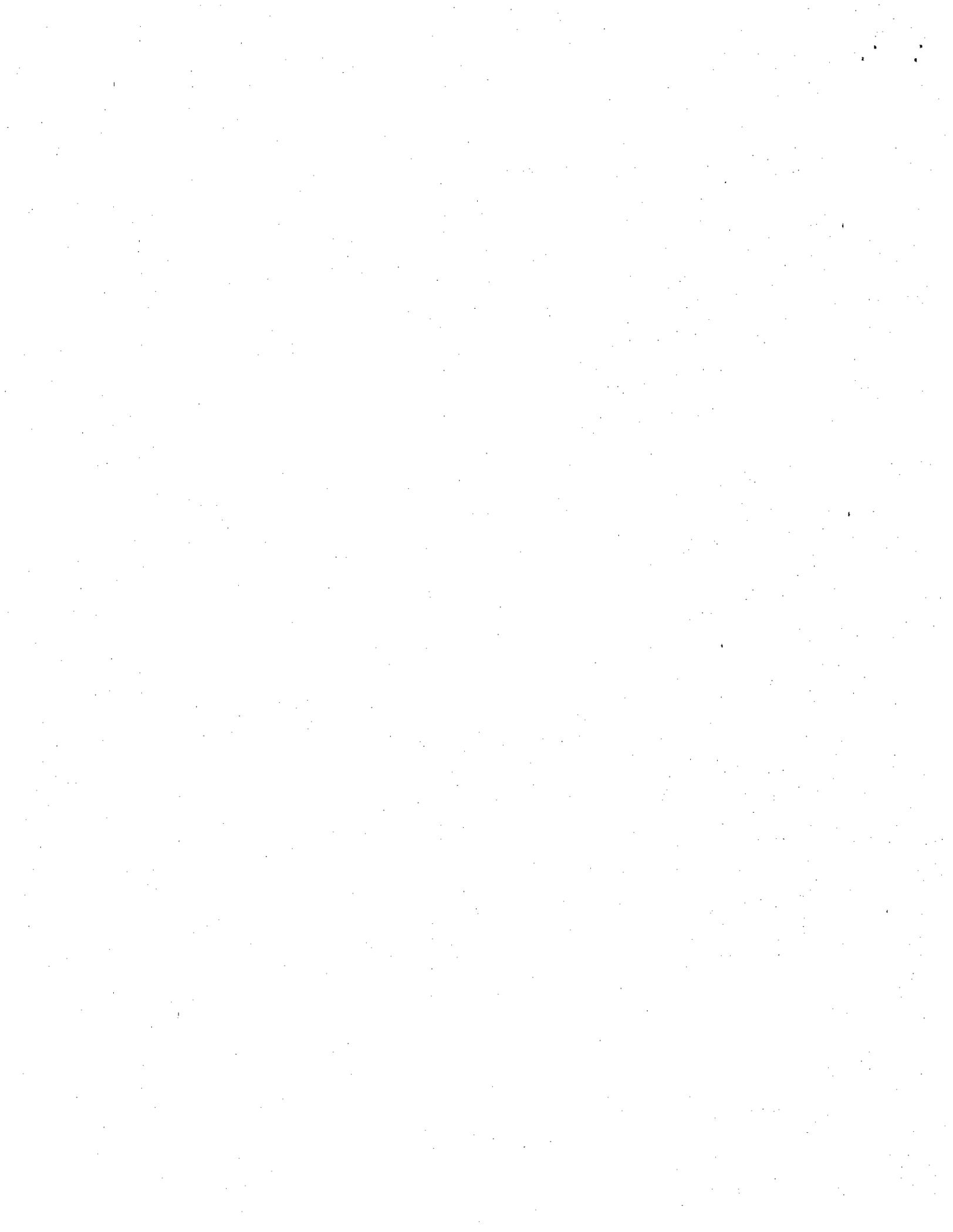
1. Club Goals and Objectives
- 2.- 4. Snowmobile Project Agreement
- 5.- 10. Development and Operating Agreement
- 11.- 17. Snowmobile Trail Project Proposal/Application
18. Air Quality
18. Wildlife
18. Vegetation
19. Safety Plan
- 20.- 21. Sign Plan
22. Wilderness
22. Events



# TEN LAKES SNOWMOBILE CLUB

## Goals and Objectives

- I. *Preserve Scenic Recreational Area for the use and pleasure of MANY people.*
  - A. *Since our earth is becoming overpopulated, we want to provide space for each of us to enjoy the unique majesty and magnificence of MONTANA*
  - B. *There is plenty of space for all of us if we will cooperate, share, and learn to be considerate of the needs and interests of each other*
- II. *Promotion of family participation in the wholesome environment of Snowmobiling in the fresh, pure air in the mountains of MONTANA*
  - A. *Providing safe access to areas for a MAJOR PERCENTAGE of the population of MONTANA--to experience the grandeur of the mountains that would be impossible by any other means*
    1. *Trails marked*
    2. *Grooming of trails*
  - B. *Guided tours by Snowmobiles*
  - C. *Group outings and activities*
- III. *Bringing people into the area for business and recreation potential*
  - A. *Possibility of storage business to be located near Birch Creek Campground*
  - B. *Possible Snowmobile rentals at same site*
  - C. *Connect (by Snowmobile trail) the North Fork area to Ten Lakes area*
  - D. *Welcoming other Snowmobile clubs to our Snowmobile functions*
- IV. *Cooperation with MONTANA State Snowmobile Association in promoting snowmobiling*
  - A. *To encourage Licensing and Decal Usage on all snowmobile of members*
    1. *A percentage of gasoline tax money is set aside for grooming snowmobile trails*
- V. *Develop Standards of Safety and Survival Skills*
  - A. *Cabin (or temporary shelter for winter use) to be built and maintained for the use of stranded outdoorsmen for emergency occupancy*
  - B. *Weasel cabin restored and maintained*
  - C. *Trails made*
  - D. *Signs provided on trails*
  - E. *Information provided regarding weather conditions and hazards*
    1. *Videotape on Avalanches (Forest Service)*
  - F. *Pamphlets and Area Maps provided (Forest Service)*
  - G. *Members involved in SEARCH AND RESCUE*
  - H. *Development of Emergency Kit to be carried on all snowmobiles*



Snowmobile Project Agreement

SNOWMOBILE PROJECT AGREEMENT

THIS PROPOSAL requests an agreement be established between the Montana Department of Fish, Wildlife and Parks, an agency of the State of Montana, hereinafter called "Department," and (club name) Ten Lakes Snowmobile Club Inc. hereinafter called "the Club."

WITNESSETH:

RECITALS

1. Montana statutes earmark a portion of gasoline taxes and snowmobile registration decal fees for snowmobile facility operation, maintenance and development for public use at no cost to the public.
2. Sufficient funds have accrued in the snowmobile earmarked revenue account to fund this proposal.
3. The Parks Division, Montana Department of Fish, Wildlife and Parks, is responsible for the administration of this program.
4. The Parks Division desires to seek means of funding snowmobile facilities maintenance projects, and to seek baseline information for snowmobile operations projects.
5. The Club is an entity in the immediate vicinity of the trails to be maintained and is desirous of seeing trails maintained for snowmobilers.
6. Both parties hereto desire to maintain trails for snowmobile use on land shown on a map submitted as a supplement to this application, designated Attachment "B", and
7. As demonstrated by the attached written statements, the landowner(s) of affected property(ies) has/have granted permission to the Club to carry out the proposal on affected property.

NOW, THEREFORE, in consideration of the promises, conditions, and terms hereinafter set forth, the Club proposes:

1. That Attachment "B" is an accurate depiction of the areas covered by this proposal.
2. That the Club will perform the following activities and duties:
  - A. Utilize dollars granted for the purpose of maintaining snowmobile trails detailed in Attachment "B". This

maintenance shall be conducted as conditions required during the agreement period.

- B. Permit inspection of the project by the Department or its employees or agents at any and all reasonable times during the term of the agreement.
  - C. Indemnify and save harmless the State and the Department from all claims from injuries or damages arising or growing out of the operations performed under any resulting agreement.
  - D. Will not discriminate against any person on the basis of race, color, religion, creed, political ideas, sex, age, or marital status, physical or mental disability, or national origin in the use of any property or facility maintained pursuant to any resulting agreement.
  - E. Fully comply with all applicable federal, state and local laws, rules, regulations, etc. It shall be the Club's responsibility to familiarize itself with the relevant laws, rules, regulations, etc.
  - F. Require that in all subcontracts let in fulfilling any resulting agreement, preference must be given to the employment of bona fide Montana residents at the prevailing rate of wages applicable to the county or locality in which the work is being performed (section 18-2-401, et. seq., MCA).
  - G. Provide the Department with documentation of actual and necessary expenses incurred in trail maintenance in the form and upon the dates requested; all such documentation will be submitted by May 1 of the contract period. The Club agrees to allow and permit legislative or department auditors access to its records for the purpose of determining that this grant is administered in accordance with grant terms and conditions as set forth in any resulting agreement.
4. Agrees that any contract resulting from this proposal shall be with the Club, as an independent contractor and does not establish an employer-employee relationship between the Department and the Club or any person employed by the Club for any purpose. In this regard, the Club agrees:
- A. To pay all required state, federal or local taxes, fees, including unemployment insurance and workers' compensation insurance or other assessments related to employment of any person or individual employed by the Club as necessary in fulfillment of this contract.

B. To abide by the State Prevailing Wage Rate - Section 18-2-406 MCA, which provides that contractors, sub-contractors and employees who are performing services under public works contracts as provided in Part 4, MCA shall post in a prominent and accessible site on the project or work area, not later than the first day of work, a legible statement of all wages to be paid to the employees on such site or work area.

5. Agrees that the Department may unilaterally terminate any contract resulting from this proposal upon refusal by the Club to allow access to records necessary to carry out the legislative audit and analysis function set forth in Title V, Chapters 12 and 13, MCA.
6. Agrees that venue will be in Lewis and Clark County should any legal action arise from this proposal or any contract issued in whole or in part therefrom.
7. Agrees that it is understood that a failure to comply with any of the provisions listed above can result in a rejection of this proposal and/or the voiding of any resulting contract.

NOW, THEREFORE, in consideration of the promises, conditions, and terms hereinafter set forth, the parties agree as follows:

1. The period covered by this agreement will begin July 1, (current year) and will continue in effect until June 30, (following year).
2. This agreement may be revised as necessary, by mutual consent of all parties by issuance of a written amendment, signed and dated by all parties.
3. The rights and obligations of any part to this agreement may be terminated upon giving thirty (30) days notice by the party.
4. The agreement accepts the Snowmobile Project Proposal/Application and becomes part of the agreement.

BY: CLUB

Larry M. Syth  
President  
Susan K. Hawkins  
Secretary

Date

5-1-95

Date

BY: DEPARTMENT OF FISH, WILDLIFE & PARKS

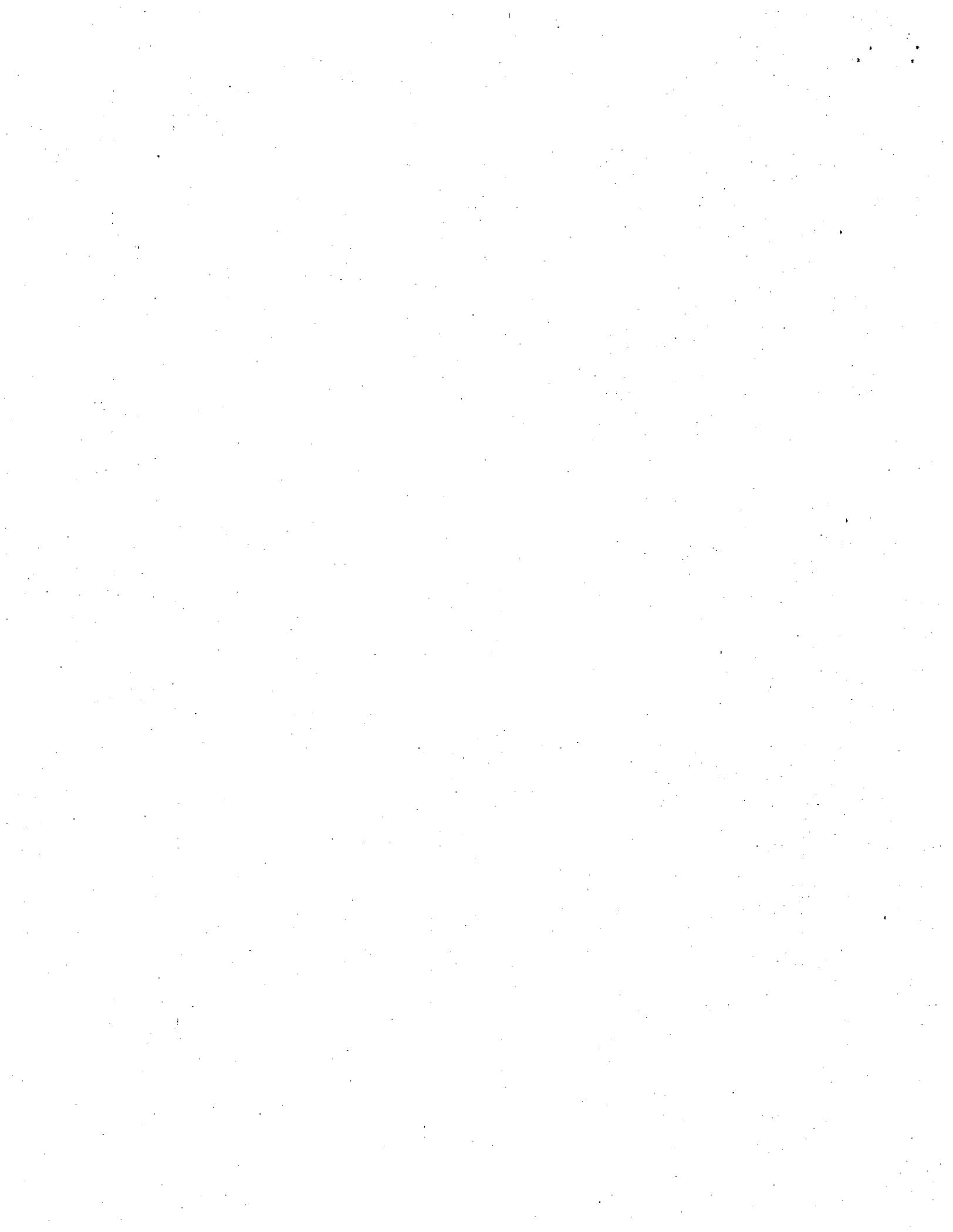
\_\_\_\_\_  
Regional Supervisor

Date

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## DEVELOPMENT AND OPERATING AGREEMENT

Between

Ten Lakes SNOWMOBILE CLUB

and

Montana Department of Fish, Wildlife and Parks

and

Kootenai NATIONAL FOREST - USDA FOREST SERVICE

THIS AGREEMENT, made and entered into by and between the Ten Lakes Snowmobile Club, a non-profit organization in the State of Montana, ("the Club"), and the Montana Department of Fish, Wildlife and Parks, State of Montana, ("the Department"), and the Kootenai National Forest, U.S. Department of Agriculture, Forest Service, ("the Forest Service"), collectively, ("the Cooperators") under the provisions of Montana, Code 23, Chapter 2, and the Acts of June 30, 1914 (16 USC 498) and June 12, 1960, (16 USC 530),

WITNESSETH:

## RECITALS

1. The Forest Service is responsible for the National Forests' recreation resources and their being available for public use and enjoyment, and
2. Managed and maintained snowmobile trails in the vicinity of Ten Lakes Scenic Area on the Fortine Ranger District, need to be groomed to provide snowmobilers with a safer and more enjoyable recreation experience, and
3. The Club is interested in assisting in the maintenance and operation of snowmobile facilities and activities on the land administered by the Forest Service, for use by Club members as well as the general public, and
4. The Department controls State funds earmarked for the development and maintenance of snowmobile trails and desires to cooperate with the Forest Service and the Club in the development and maintenance of snowmobile facilities on the land administered by the Forest Service, and
5. The general public will benefit from the three parties cooperating in the providing for these recreation facilities.

NOW, THEREFORE, in consideration of the above premises, the parties hereto agree as follows:

A. THE CLUB SHALL:

1. Meet with the Department to develop an annual Project Proposal/Application showing grooming routes, schedules, signing and club officers. Provide copies to the Department, and in turn the Department shall provide copies to the Forest Service by May 1 of each year.

2. Erect at the trailhead certain signs as needed and store these signs in the off season. Necessary signs will be detailed in the annual Project Proposal/Application. Signs approved by the Department shall be purchased by the Department and installed by the Club.

3. Provide and erect at strategic points along the snowmobile trails, certain signs showing trail locations, and length; and shall erect at the parking area or trailhead a sign which states that the project is funded by state gasoline tax refunds and snowmobile registration decal fees and lists the cooperators. Signs approved by the Department will be purchased by the Department and installed by the Club.

4. Perform such trail maintenance and marking as may be necessary to keep the trails safe and usable.

5. Provide trail grooming once a week, more or less, depending upon the suitability of snow conditions for snowmobiling and availability of funds in their snowmobile trail grooming budget.

6. Bill the Department at the end of each grooming month for costs of grooming. The Club may request an advance of funds by writing the Department at least two weeks prior to need for funds. Total of advances and bills shall not exceed the annual grant amount for any snow season. The Club shall itemize all expenditures and include documentation as required by the Department.

7. Meet annually or more often with the other parties to this agreement to coordinate activities pursuant to this agreement.

8. Hold the Department and Forest Service harmless from and indemnify them from and against all liability for injuries to or death of persons or damage to property arising from the negligent or reckless acts of its employees or agents in carrying out the terms of this agreement.

B. THE FOREST SERVICE SHALL:

1. Allow its lands, in the areas indicated on the attached maps, to be used for snowmobiling.
2. Allow the Club, upon review and approval by the Forest Service and the Department of detailed annual operating plans, to improve trails by machine grading, cutting brush and small timber, minor bridge construction and other improvements as may be necessary.
3. Meet annually or more often with other parties to this agreement for the purpose of coordinating activities undertaken pursuant to this agreement.
4. When and if funds are available, make plastic blazers available to the Club for trail marking.

C. THE DEPARTMENT SHALL:

1. Reimburse the Club for the costs it incurs for grooming trails not to exceed the annual grant amount per snow season. Costs shall be based upon rates established through negotiation with local contractors by the Club. The Department will have no liability for charges in excess of the annual grant amount per snow season, unless, within the sole discretion of the Department, it is determined that sufficient additional funds exist in the Snowmobile Trail Grooming Account. If funds are available in that account, grooming costs may be reimbursed after the maximum charge of the annual grant amount has been incurred by the Club, provided, however, that such reimbursement shall be at the sole discretion of the Department.
2. Monitor the Club for performance guidelines and safety, and periodically report to the Forest Service the adequacy of Club performance.
3. Meet annually or more often with the other parties to this agreement for the purpose of coordinating activities undertaken pursuant to this agreement.
4. Maintain and enforce guidelines of grooming according to USDA FSH 2309.18 Trails Handbook and appropriate Department guidelines.
5. An Annual Plan of Operation will be presented to the Forest Service by the Department for its approval prior to May 1 of each year.

D. IT IS MUTUALLY AGREED THAT:

1. Any proposed development or betterment projects will be jointly agreed to by the Cooperators prior to their initiation.

2. Nothing herein shall be construed as binding the Cooperators for the payment of money beyond the current fiscal year unless a financial plan for subsequent years has been approved by the Cooperators.

3. No contributions herein provided for shall entitle the Club or the Department to any share or interest in the said facilities other than the right to use the same under the regulations of the Forest Service. All improvements shall be and remain the property of the United States.

4. Permission to work on National Forest Lands under the terms of this Agreement do not in any way convey to the Club or the Department, their officials, or any person or persons working with the Forest Service in the performance of said work, employee status that would extend to them the benefits of the Federal Employees Compensation Act, as amended.

5. The snowmobile trails and facilities will be open to the general public. The Club and the Department will in no way control access to or use of the trails or improvements.

6. No member of, or delegate to, Congress or Resident Commissioner shall be admitted to any share or part of this Agreement, or to any benefit that may arise therefrom; but this provision shall not be construed to extend to this Agreement if made with a corporation for its general benefit.

7. Cooperators will comply with Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and in accordance with Title VI of that Act, no person in the United States shall, on the ground of race, color, handicap, or national origin, be excluded from participating in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Cooperators receive Federal financial assistance and will immediately take any measures necessary to effectuate this Agreement.

8. The Club and the Department shall indemnify the United States against any liability for damage to life or property arising from the occupancy or use of National Forest lands under this Agreement, providing such damage to life or property is due to the negligent acts or omissions of the Club or Department.

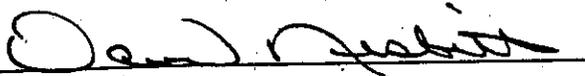
9. This Agreement may be revised as necessary, by mutual consent of all parties, by the issuance of a written amendment, signed and dated by all parties.

10. The rights and obligations of any party to this agreement

may be terminated upon the giving of thirty (30) days written notice by that party. Unless terminated by written notice, this Agreement will remain in force indefinitely.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the last date written below.

Kootenai NATIONAL FOREST

BY 

TITLE Resource Forester

DATE 5-4-95

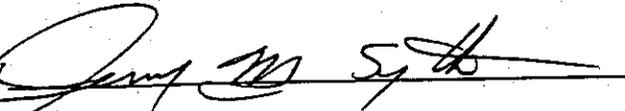
MONTANA DEPARTMENT OF FISH,  
WILDLIFE AND PARKS

BY \_\_\_\_\_

TITLE \_\_\_\_\_

DATE \_\_\_\_\_

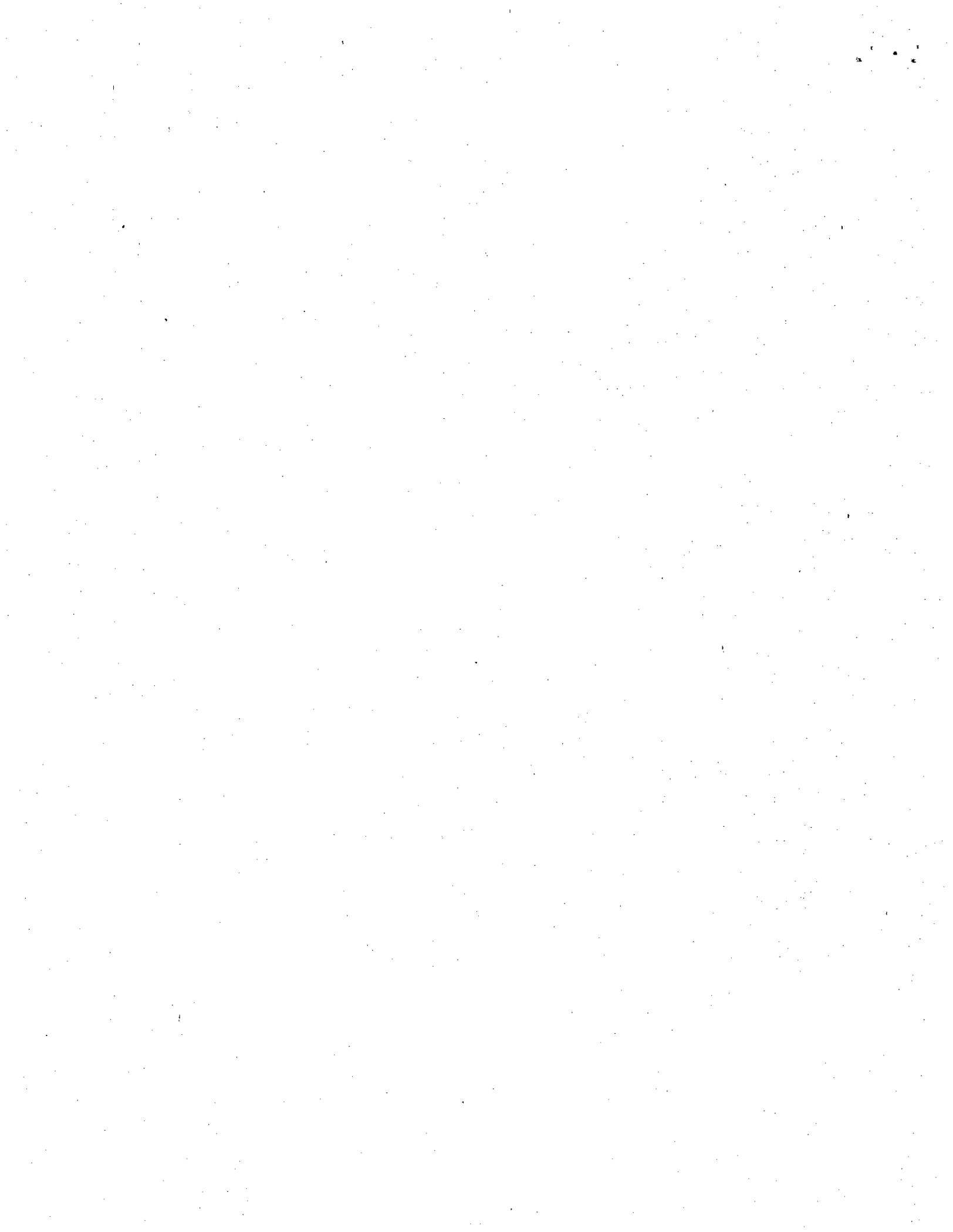
Ten Lakes Snow SNOWMOBILE CLUB

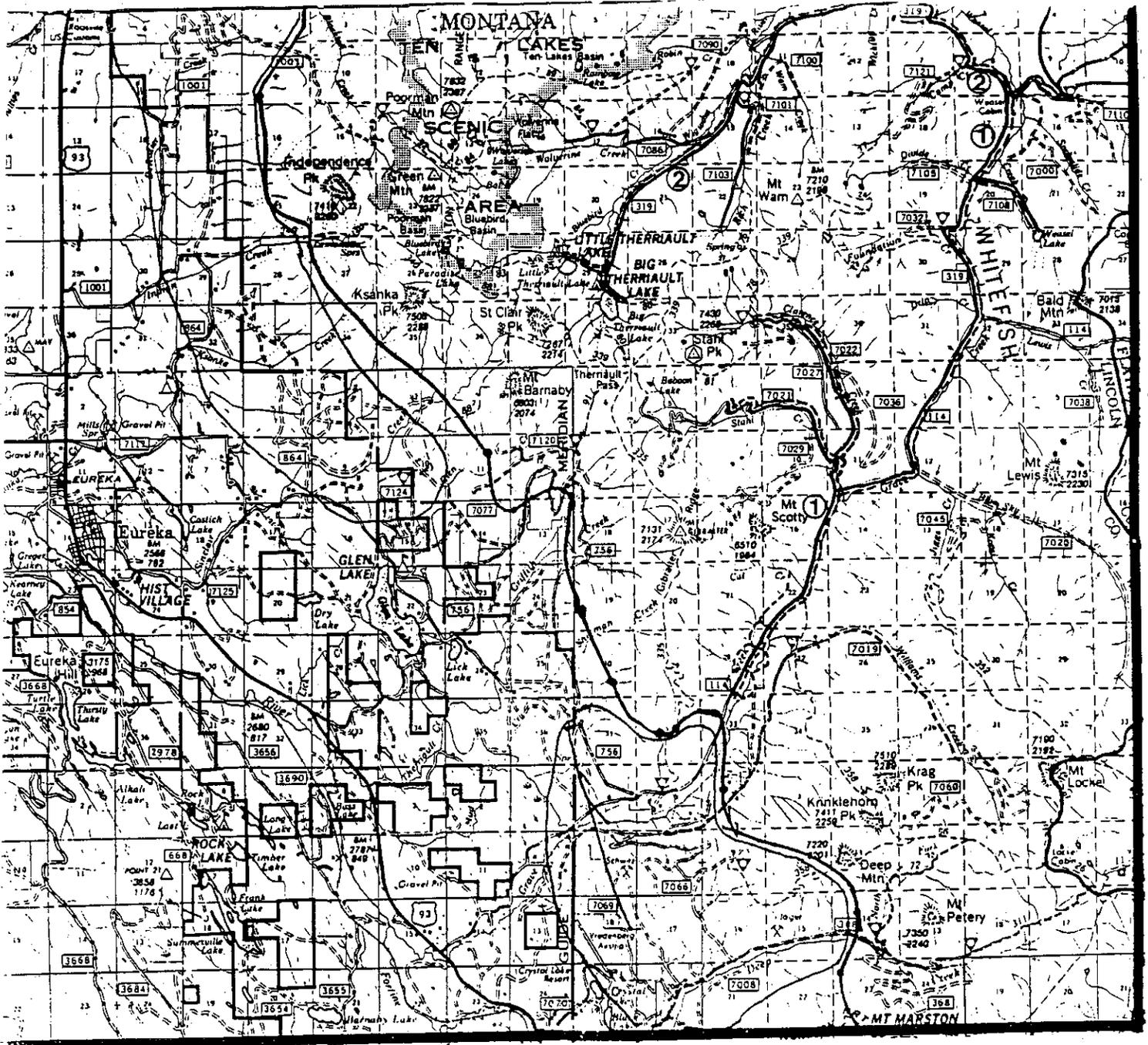
BY 

TITLE President

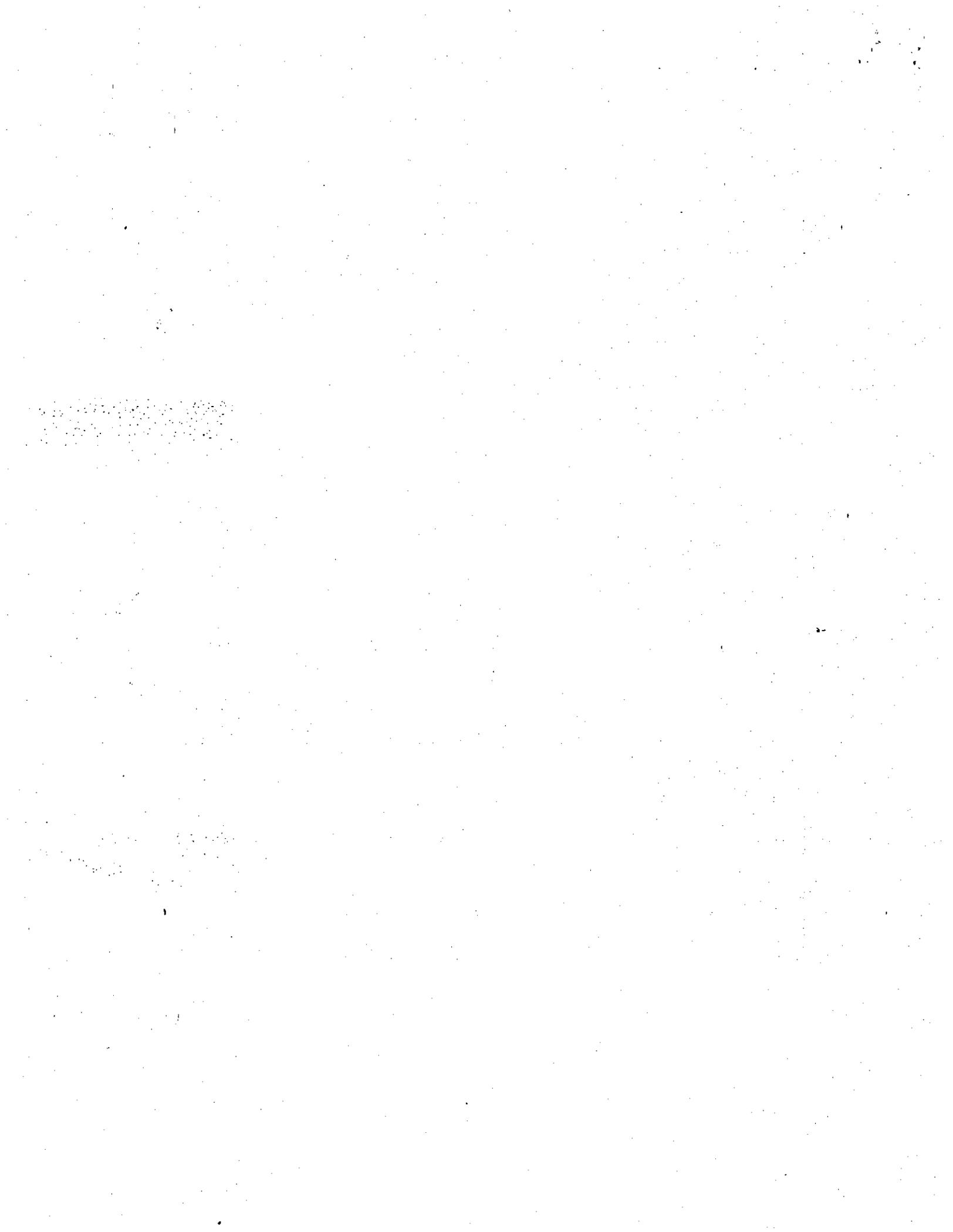
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Map of grooming trails -  
Ten Lakes Snowmobile Club.



2.4.1 SNOWMOBILE TRAIL PROJECT PROPOSAL/APPLICATION

Fiscal Year 1994 (7/1/93 - 6/30/94)

1. Project Sponsor: Snowmobile club/organization applying for funds. Print Legibly or type mailing address for sponsor. This is the address to which program funds and correspondence will be mailed.

Ten Lakes Snowmobile Club Inc.  
PO Box 404  
Fireka, MT 59917

Number of members in club: 54 Families

2. Map of Project Area. A trail map must be included with this application identifying trails to be groomed and/or developed.
3. Estimated Total Project Cost: The total project cost (A) is the sum of the dollar value of (B) sponsor contributions such as value of volunteer time, sponsor funds, donated materials, etc. plus (C) those funds requested from the state snowmobile fund.

	A. Total Costs	B. Sponsor Contribution	C. Requested \$ From State Fund
Grooming	<del>10,310<sup>48</sup></del> <del>8,960<sup>48</sup></del>	<del>7,510<sup>78</sup></del> <del>939<sup>42</sup></del>	<del>1,450<sup>00</sup></del>
Repair	939 <sup>42</sup>		2,800 <sup>00</sup>
Plowing			
Development*	513 <sup>76</sup>	513 <sup>76</sup>	
Administrative	217 <sup>10</sup>	217 <sup>10</sup>	
Total	<del>11,980<sup>76</sup></del> <del>10,630<sup>58</sup></del>	9,180 <sup>58</sup>	<del>1,450<sup>00</sup></del> 2,800 <sup>00</sup>

\* Development: On separate paper, provide written detail of any development included in this application including work to be accomplished, estimated cost, an accurate drawing or photograph of structures to be developed and location of development on accompanying trail map. This development must be approved by the landowner or land managing agency and proof of that approval must be provided to Fish, Wildlife, and Parks before state snowmobile funds will be provided.

4. Is this a new project NO? Is any part of this trail system new since last year NO? If so, identify those new portions on accompanying map and be certain to include signed Wildlife Clearance forms with application.

5A. Total number of miles of trail in your groomed system 41

Miles of Primary Trail (groomed regularly) 33

Miles of Secondary Trail (groomed occasionally or only for special events.) 8

5B. Anticipated total number of miles of trail to be groomed during season. Only include actual trail miles groomed. Do not include distance (miles) groomer is run (but not grooming) in getting from one trailhead to another. 41

5C. Miles of groomed snowmobile trail by ownership: (this should add-up to the total miles reported in (5A).)

U.S. Forest Service	<u>41</u>
Bureau of Land Management	<u>      </u>
Dept. of State Lands	<u>      </u>
County	<u>      </u>
City	<u>      </u>
Private Land	<u>      </u>

6. Equipment. Identify below the manner in which trails will be groomed and maintained:

6A. With Department of Fish, Wildlife and Parks equipment.

Groomer:

Type	Size	Width	Serial #	FWP Property #
<u>Bomardier</u>	<u>252</u>	<u>      </u>	<u>51170035</u>	<u>8424</u>

Implements:

Type	Size	Width	Serial #	FWP Property #
<u>Trail grooming</u>	<u>implement</u>	<u>      </u>	<u>None</u>	<u>900489</u>

Trailers:

Type	Size	Width	Serial #	FWP Property #
<u>      </u>				

- 6B. With Sponsor (club) equipment).
- 6C. By an independent contractor operating their own equipment. Attach a copy of proof of liability insurance, Workers Compensation Certification and club-contractor agreement.

Contractor	Equipment Type	Size	Width
------------	----------------	------	-------

6D. Indicate any additional or future equipment needs and/or anticipated major maintenance needs. *Need major repair or new groomer.*

7. Trail Signing. Identify signing needs for the upcoming season. (use additional sheet if necessary)

Type of Sign	Quantity
_____	_____
_____	_____
_____	_____

8. If applicable, is this proposal consistent with approved Forest Service travel plans or BLM unit plans?

\_\_\_\_\_ Not applicable; all trails on private land.  
 \_\_\_\_\_ Yes. See written approval.  
 \_\_\_\_\_ No. Approval Pending. Explain on separate page.

9. Total number of trail users (last season). List by trail.

Trail name	Total # of Users
<u>Forest Service installed and is maintaining Counters</u>	_____

Attach copy of trail count or other records. Use separate sheet if necessary.

10. Describe the extent of Safety and Education Program:

*15-20 min safety meeting during every club meeting*

11. Describe any future plans your club has, or is considering, for improvement of your snowmobile trail program. This might include interlinking your system with an adjoining club's trail system, interpretive signing, improved general trail signing, trail-head facilities, safety training and trail safety improvements/changes, etc.

12. Club Officers. (Type or print legibly.)

President

Name Jerry Syth  
Address Po Box 131  
Fortine MT 59918

Phone (w) \_\_\_\_\_ (h) 882-4474

Grooming Chair

Name Herb Clark  
Address Box 146  
Troy MT 59934

Phone (w) \_\_\_\_\_ (h) 882-4657

Safety Officer

Name Kurt West  
Address Po Box 1225  
Europe, MT 59917

Phone (w) \_\_\_\_\_ (h) 296-3344

Secretary/Treasurer

Name Susan Hawkins  
Address 3100 Hirvisarvi Rd  
Rexford, MT 59930

Phone (w) \_\_\_\_\_ (h) 889-3384

13. Do you wish to receive a pre-season check in the amount of 75% of the total grant approved (this will be contingent on the reception of all necessary approvals, agreements and application materials)? Yes X No \_\_\_\_\_

14. Do you wish to be included under the liability insurance policy for the snowmobile program negotiated by the Department of Fish, Wildlife and Parks? Yes X No \_\_\_\_\_

A. If club (sponsor) does grooming with a state groomer, do you want full coverage from state policy (includes club liability, and property damage)?

Yes X No \_\_\_\_\_

B. If club contracts grooming to a private contractor, do you still want club liability insurance from the state policy? \*

Yes \_\_\_\_\_ No X

\* The state insurance coverage is not available to private contractors. They must show proof of having purchased their own insurance coverage and workman's compensation.

Clubs/sponsors must also provide proof of insurance coverage if they do not purchase insurance from the state policy.

15. Assurances:

We shall remove, lessen or sign known and potential hazards in cooperation with Montana Fish, Wildlife and Parks and affected landowners. We will have a safety plan detailing education efforts, search and rescue, accident reporting and follow-up procedures developed prior to any trail grooming.

Before any mid-season trail additions or route changes, we will:

1) Obtain, in writing, permission from any private or public landowner or land management agency affected and provide to Department of Fish, Wildlife and Parks.

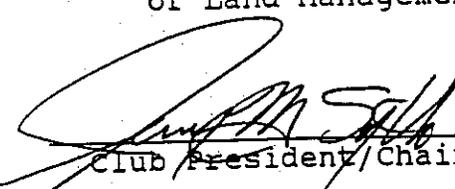
2) Receive written approval, including wildlife and safety clearances, for such additions/changes from Department of Fish, Wildlife and Parks.

For any organized special events, including competitive events, fun runs or activities outside of normal trail use, we will:

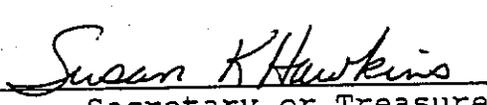
1) Contact the appropriate land-managing agency(ies) for the necessary permits.

2) Develop an event-specific safety plan.

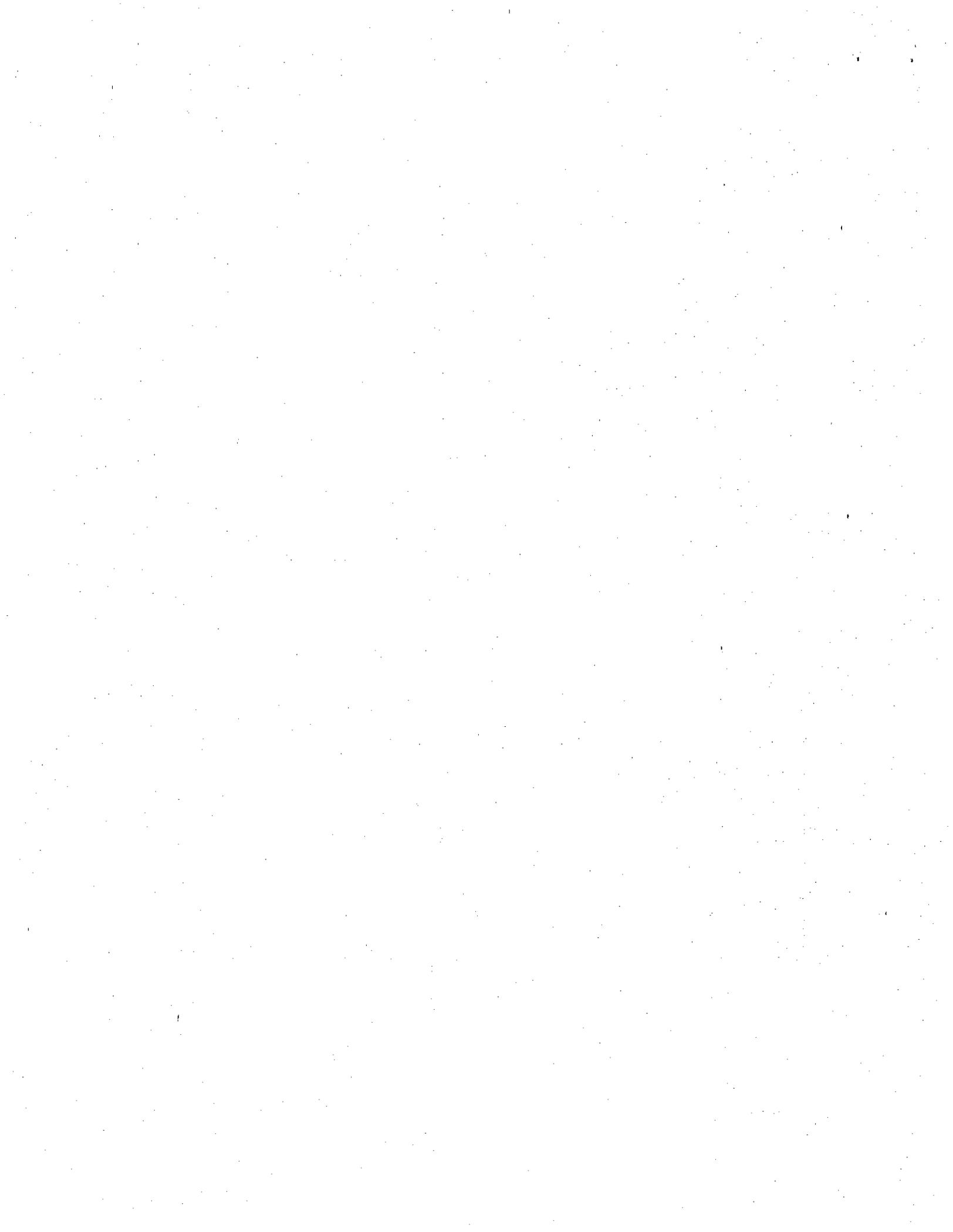
When applicable, all operations shall follow the "Development and Operating Agreement" between the Montana Department of Fish, Wildlife and Parks; the U.S. Forest Service; the Bureau of Land Management and snowmobile clubs.

  
Club President/Chair

4-23-95  
Date

  
Secretary or Treasurer

5-1-95  
Date



Ten Lakes Snowmobile Club

Po Box 404 Eureka, MT. 59917

1995-96 Grooming Application Appendix #2

Club Contribution:

Grooming Cost:

grooming hrs  $114.5 \times 4.25/\text{hr} =$

\$ 486<sup>63</sup>

Repair Cost:

$15.5^{\text{hrs}} \times 4.25/\text{hr}$

278<sup>38</sup>

10 hrs  $\times 4.25/\text{hr}$

42<sup>50</sup>

320<sup>88</sup>

Development Cost:

cut Shakes for Wolverine Cabin for Roof Repair

4 people  $\times 4\text{hrs} @ 4.25/\text{hr} =$

68<sup>00</sup>

Signing groomed trail

2 people  $\times 10\text{hr} @ 4.25/\text{hr} =$

85<sup>00</sup>

miles. use of vehicle to groom and repair

1,244 miles  $\times \$.29/\text{mile (avg cost)} =$

360<sup>76</sup>

513<sup>76</sup>

Administrative Cost:

Monitory

79<sup>90</sup>

Sec Fee 9 meetings  $\times 10^{\text{00}}$  each

90<sup>00</sup>

Insurance

47<sup>20</sup>

217<sup>10</sup>



Ten Lakes Snowmobile Club

Po. Box 404, Eureka, MT. 59917

1995-96 Grooming Application Appendix #1

Estimated Project Cost:

Grooming Cost Formula.

December, January, February and half of March =

105 days ÷ 7 days a week = 15 weeks.

Twice weekly groomed trails:

Graves Creek Road # 114 2.5 miles

Therriault Lake Road # 319

Little Therriault Lake Road # 7085

Stahl Creek Road # 7021 4 miles

Clarence Creek Road # 7085 4 miles

33 miles x 30 = 990

Twice Monthly groomed trails: (7.5 times seasonally)

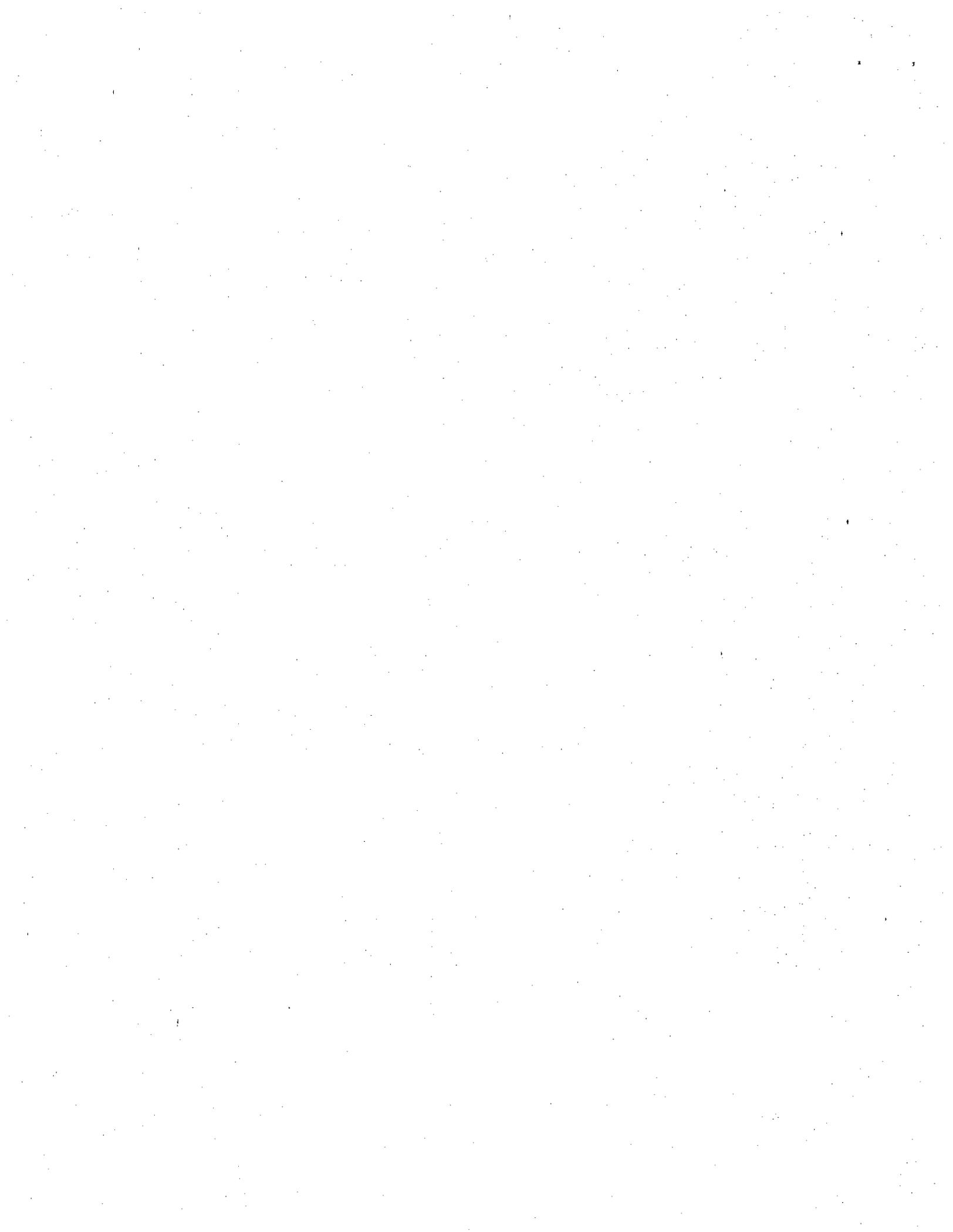
Frozen Lake Road # 114 A 6 miles

Weasel Lake Road # 7108 2 miles

8 miles

x 7.5 = 60 miles

Total: 1,050 miles x \$7/mile Cost = \$7,350.00



## AIR QUALITY

In snowmobile meetings Air Quality mitigation measures such as keeping motors tuned are discussed. Public service announcements regarding Air Quality will be submitted to local radio station.

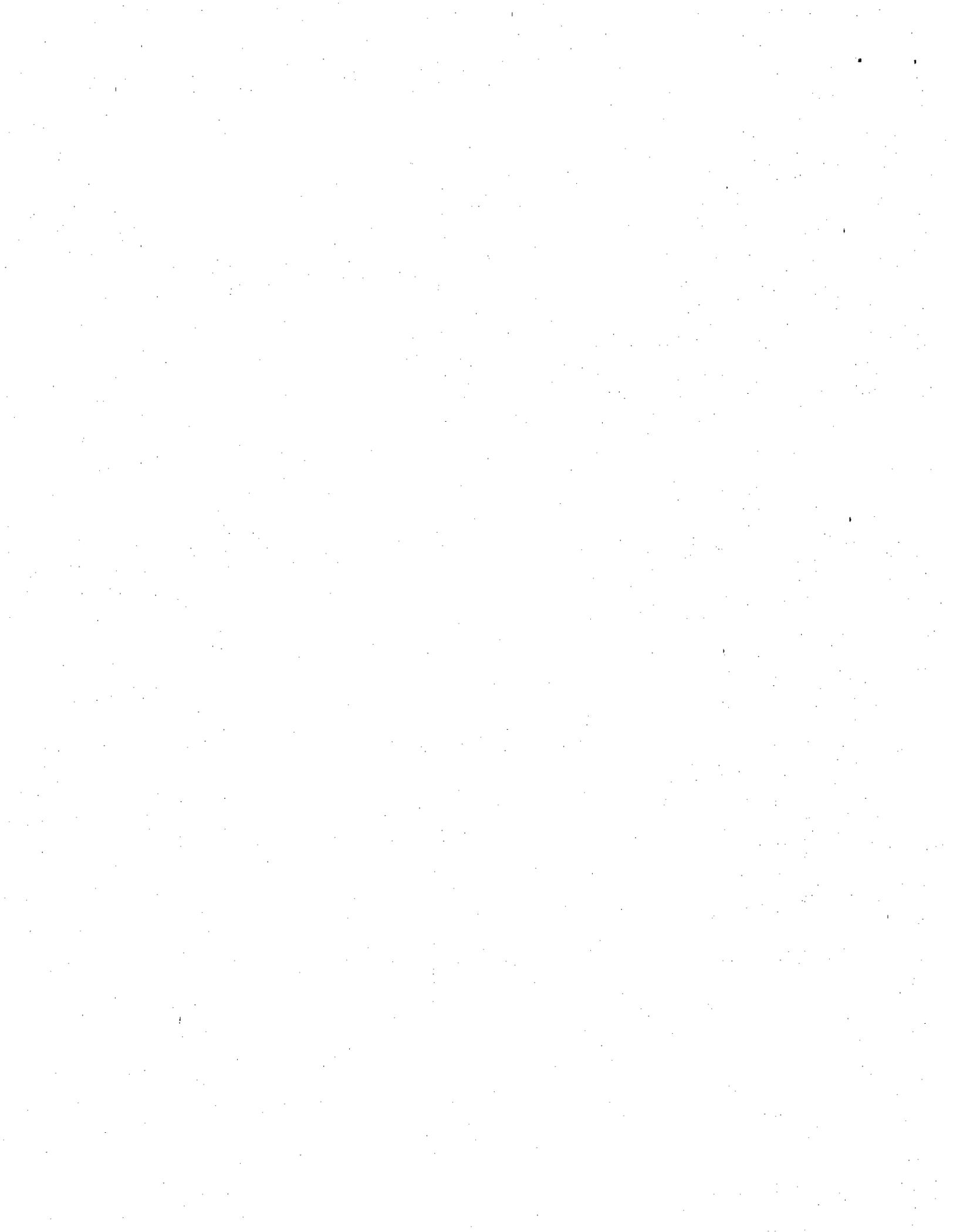
## WILDLIFE

Public service announcements will be submitted regarding the inadvisability of harassing wildlife. Signing at the trailhead addresses this issue, and it is discussed at snowmobile meetings.

Due to grizzly bear habitat seasonal restrictions and closure dates on Tuchuck and Seaton Proposed Wilderness Areas are posted on bulletin board located at trailhead.

## VEGETATION

At snowmobile meetings awareness of this issue will be emphasized. Snowmobilers will be requested to wash the undercarriage of their trailers and vehicles in the fall to remove weed seed. Newspaper articles will be submitted in the fall emphasizing the issue. This message is also posted on bulletin board at Birch Creek.



## TEN LAKES SNOWMOBILE CLUB INC.

### SAFETY PLAN

#### A. At Meetings for Club Members

1. The Club has been provided with a safety program entitled Montana Snowmobile Safety and you. With guidance from this program, the Club will have a 15 to 30 minute safety meeting at each and every meeting scheduled for regular club business.
2. Topics will be covered such as:
  - a. Handling Emergencies
  - b. Machine Maintenance and Repair
  - c. First Aide
  - d. Personal Physical Fitness
  - e. Know the Area
  - f. Survival Equipment
  - g. Being Kept Informed on Conditions
  - h. Notify Someone of Your Destination
  - i. Avalanche Awareness and Precautions
  - j. Other Topics will be covered as different safety needs arise

#### B. Search and Rescue

1. Club members make themselves available as needed by the local Search and Rescue. Many club members are also members of the Can-am Search and Rescue.
2. While in a search and rescue situation, club members involved will comply with all directions and regulations set sown by authoritative organization of the search and rescue process.

#### C. Accident Reporting

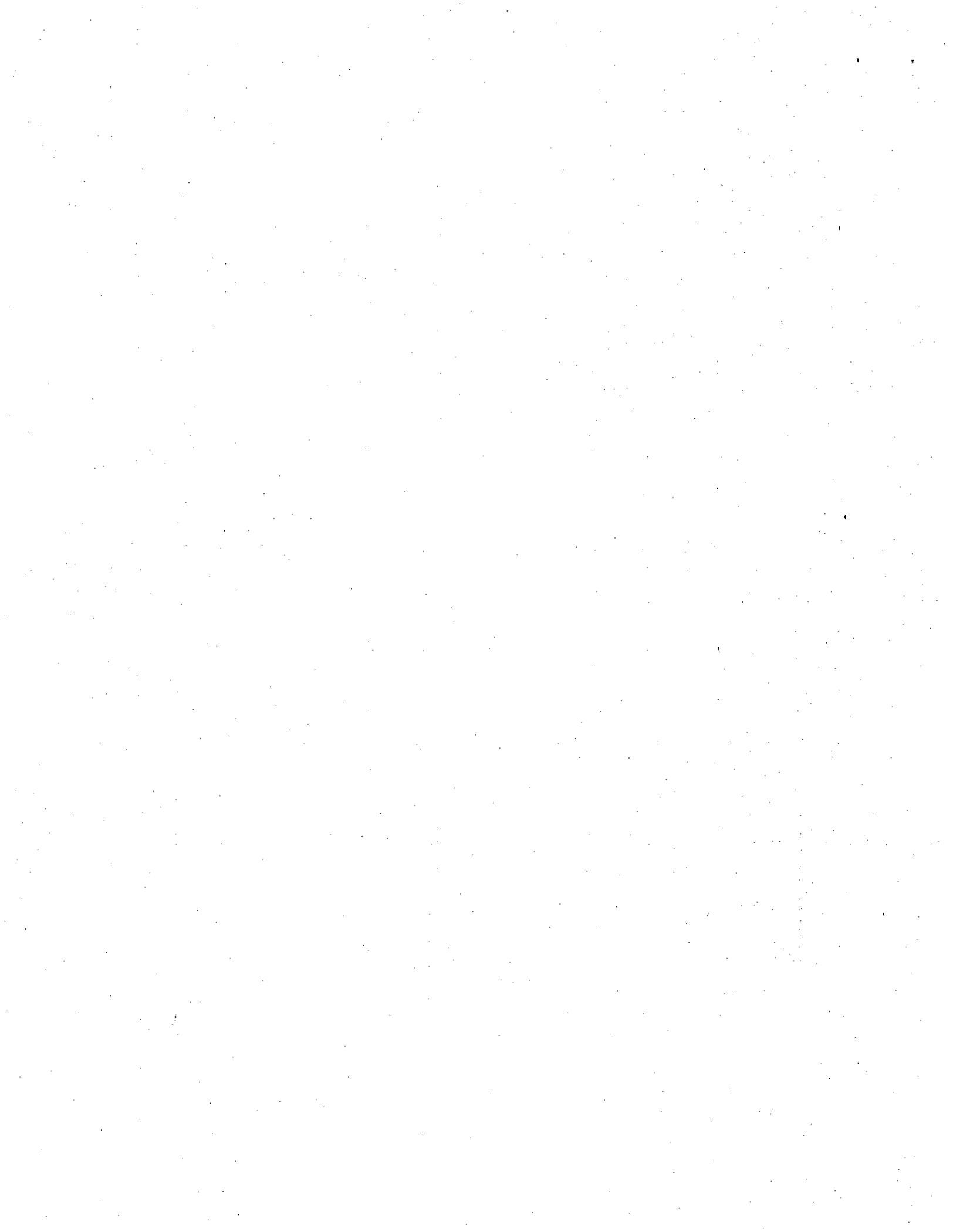
1. All known accidents will be reported to State or local law enforcement agency responsible for collecting reports of accidents involving motor vehicles if in the event that said accident is a collision or upset where personal injury occurs to any person or where property damage exceeds \$100,000.
2. Accident reports shall be filled out and returned to Montana Fish, Wildlife & Parks (FWP). Accident reports are provided to Club Safety Officers by FWP.

#### D. Bulletin Board

1. Location: Birch Creek parking area.
2. Will Contain:
  - a. Avalanche advisory number (1-800-526-5329).
  - b. Garbage disposal policies - Pack-In, Pack-Out.
  - c. Animal awareness notice, what to do when encountering an animal--Do not chase policy.
  - d. Reminder to respect other nonmotorized recreationists rights.
  - e. Idle zone at trailhead for safety reasons.

#### E. Club Activities

1. All Club activities will follow safety precautions set forth in "Montana Snowmobile Safety and You" manual published by FWP.
2. Safety issues will be addressed by Club Safety Officer at one point of the ride at the beginning or before the end at a set break time and area of ride.



## SIGN PLAN

### Birch Creek

#### 1. Trailhead

- Trail Groomer Ahead
- Avalanche Warning
- Two Way Traffic Ahead
- Trail Emblem
- Please Keep Right at Corners

#### Bulletin Board at Trailhead

- Avalanche advisory number (1-800-526-5329)
- Garbage disposal policy (Pack-It-In, Pack-It-Out)
- Animal awareness notice (Do Not Chase policy)
- Reminder to respect other nonmotorized recreationist's rights
- Idle zone area
- Dates of planned trail grooming (start and ending)
- Date when Proposed Wilderness Areas Tuchuck-Seaton-Thomas open to snowmobiling
- Fall weed advisory

#### 2. Trailhead Ahead 15 MPH

#### 3. Two Way Traffic (Either side of Clarence Creek junction) Trail Marker

#### 4. Two Way Traffic (either side of Blue Sky junction) Trail Marker

#### 5. Avalanche Area (either side of area)

#### 6. Two Way Traffic (either side of Lewis Creek junction) Trail Marker Avalanche Area (bottom of Weasel Divide)

#### 7. Two Way Traffic (either side of Weasel Lake junction)

#### 8. Two Way Traffic (either side of Weasel Cabin junction) Trail Marker

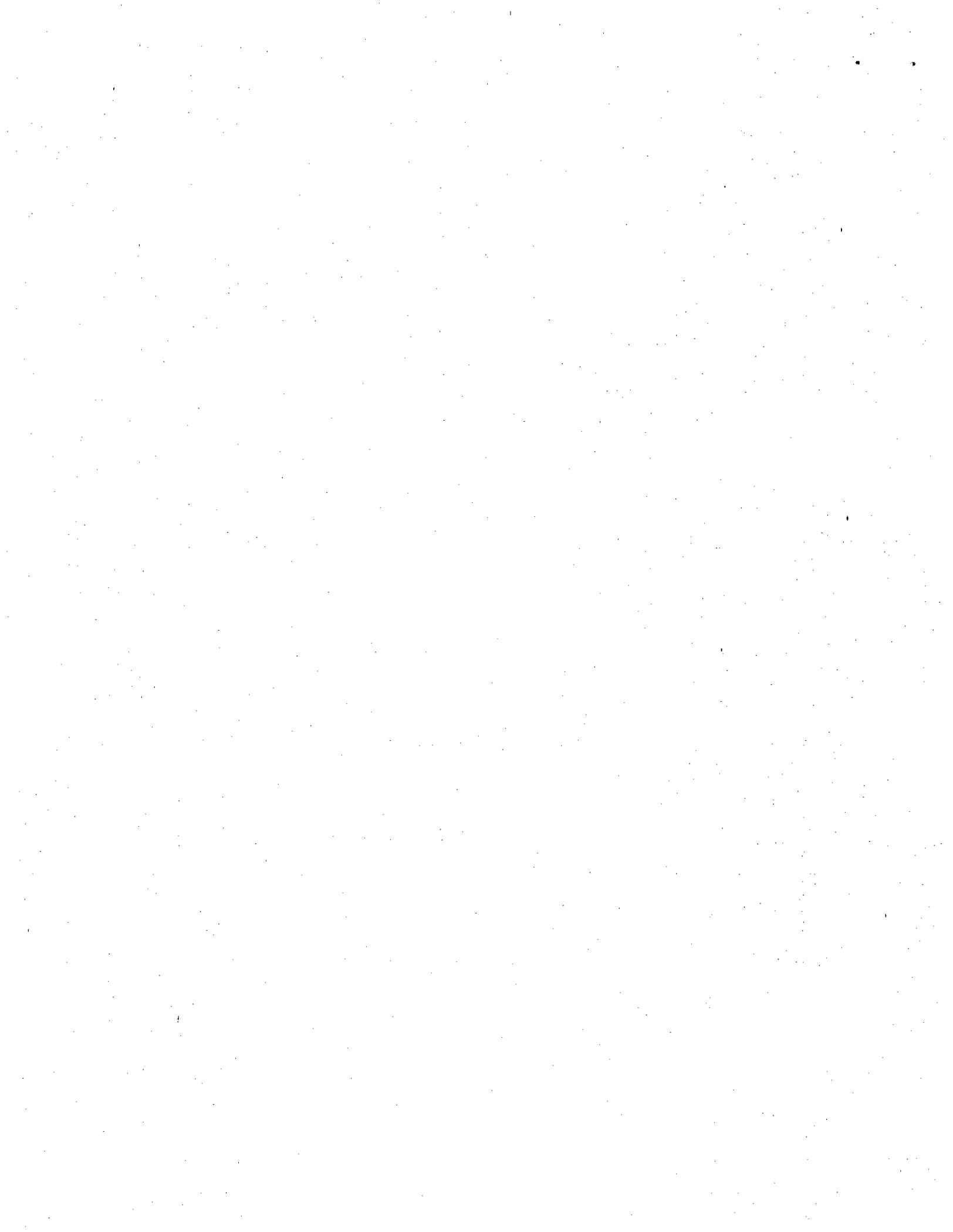
#### 9. Two Way Traffic End of Trail Ahead Trail Marker

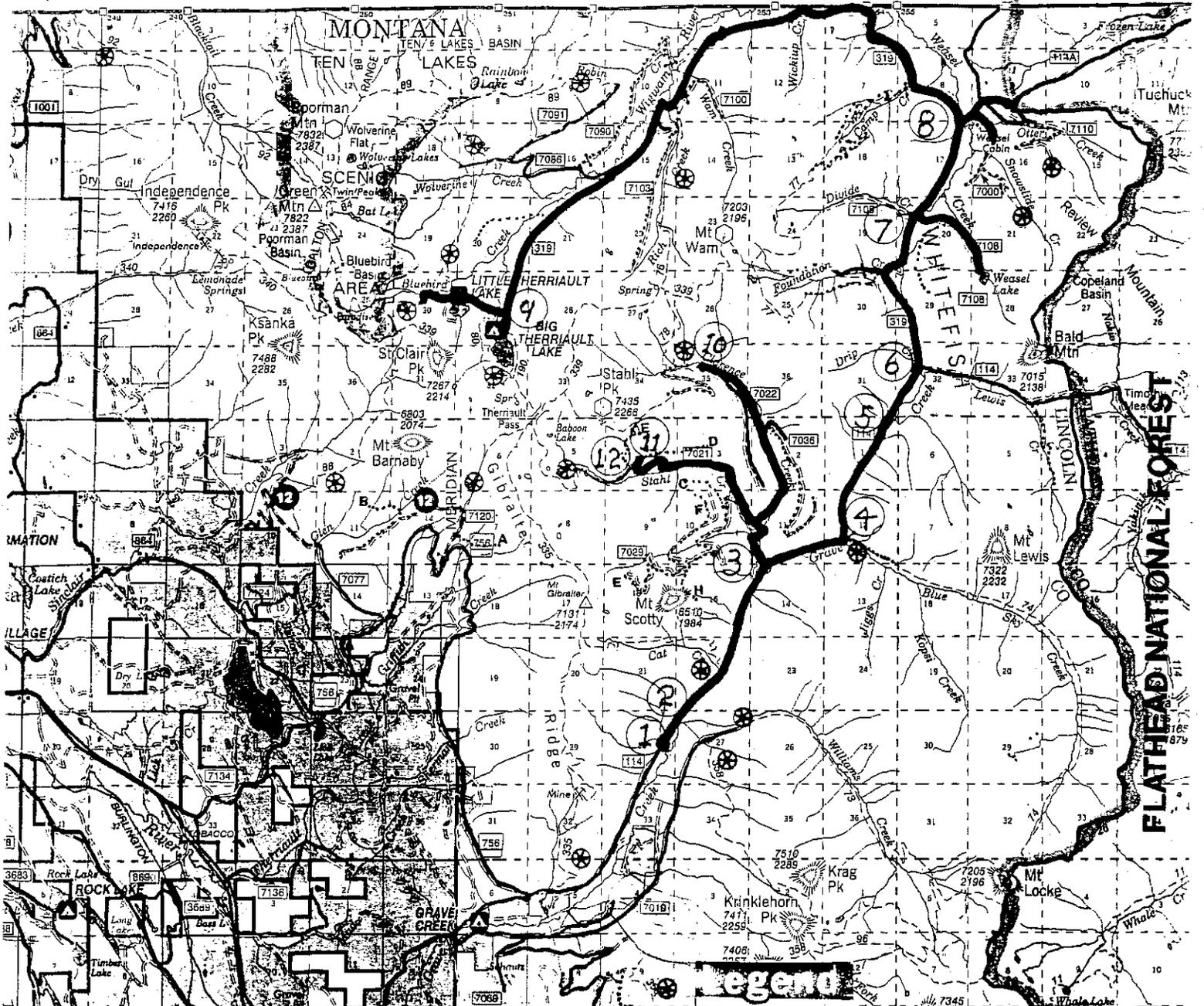
#### 10. End of Groomed Trail

#### 11. End of Groomed Trail

#### 12. No Snowmobiles (at swath cut through trees)

The Forest Service have also made the majority of their road information and safety signs not located on the map, (i.e., yield, stop, bridge edge delineator, and trail markers, capable of being raised and lowered. The Forest Service has taken the responsibility of managing these signs for the last several years.



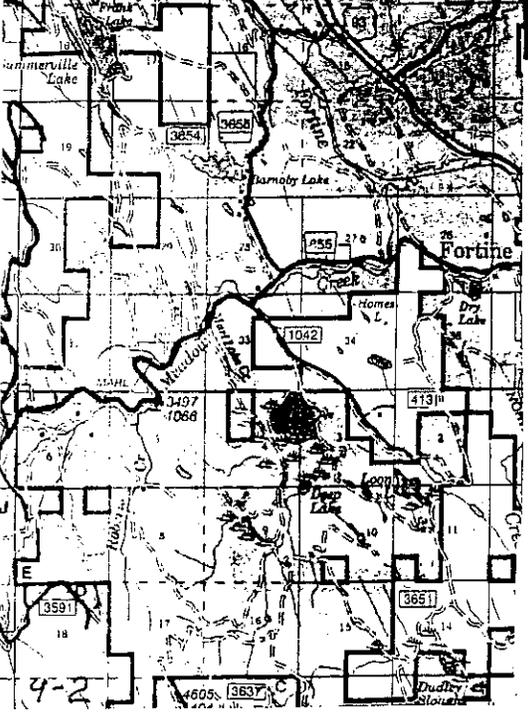


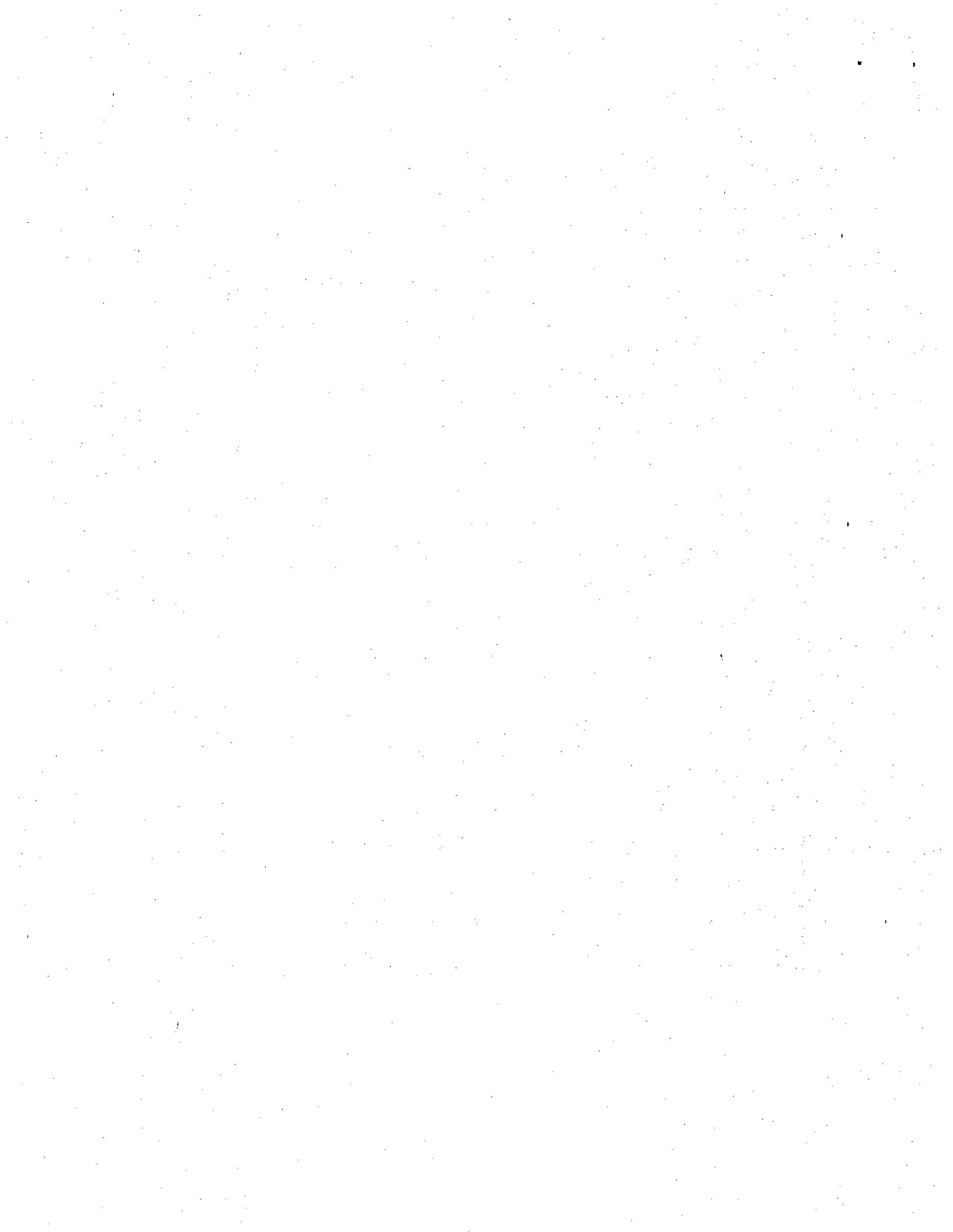
**1/2 inch equals one mile**

This map is made each year to assist you in accessing your National Forest lands. As you can see, most of the roads shown are open year round to all use. Some roads are restricted part or all of the year.

-  Roads typically open to all vehicles. May be seasonally impassable due to weather and road conditions. Not necessarily passable to conventional passenger vehicles.
-  Trail closed to motorized vehicles except over the snow vehicles
-  Trail closed year round to all motorized vehicles including over the snow vehicles.
-  Roads restricted year round to all motorized vehicles except over the snow vehicles from December 1 through April 30
-  Roads seasonally restricted to all motorized vehicles December 1 through June 30 including over the snow vehicles
-  Areas restricted to all motorized vehicles October 15 through June 30 including over the snow vehicles.

L-21





## WILDERNESS ISSUE

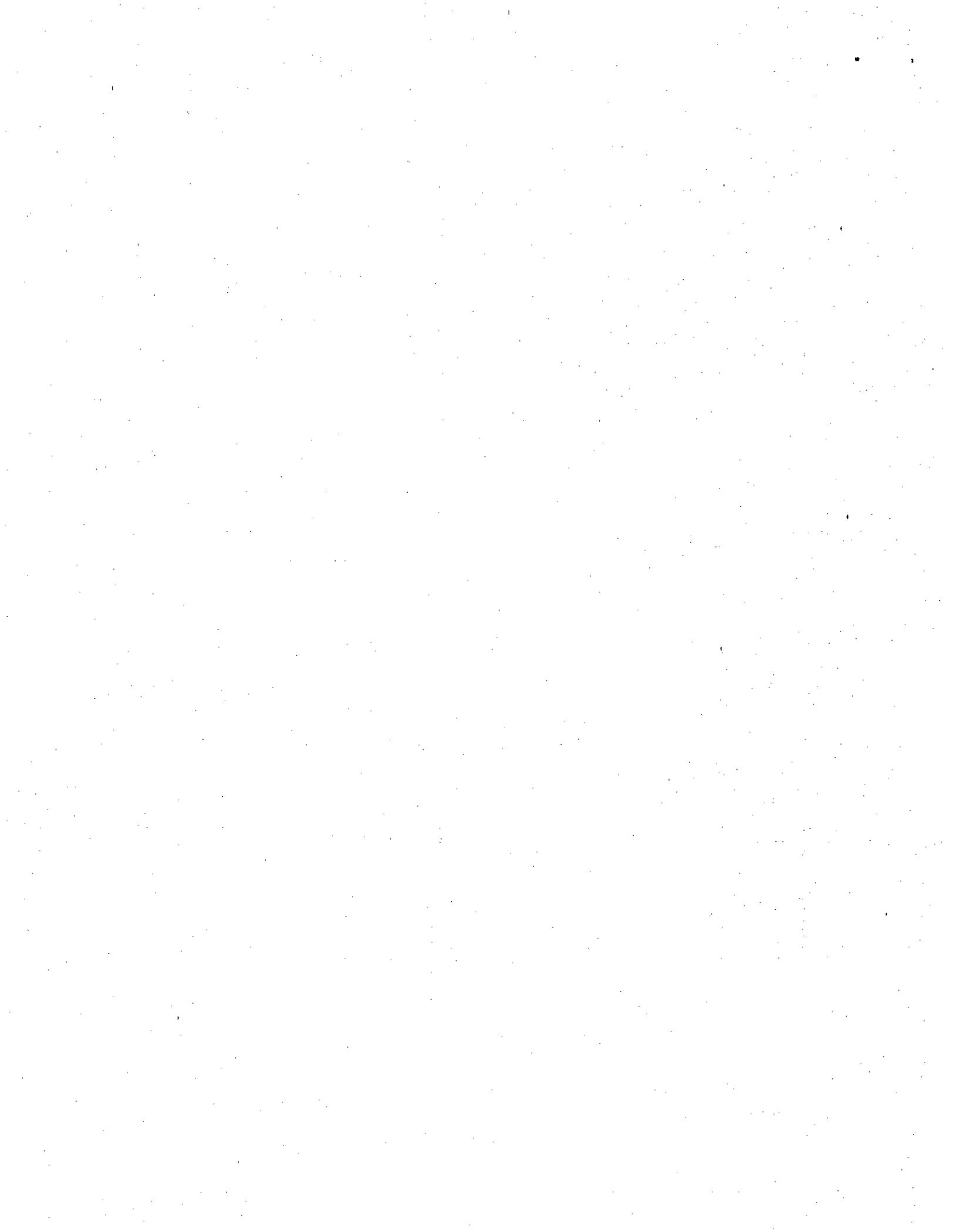
This trail is adjacent to a Wilderness Study Area. Public awareness to reduce social conflicts between individuals wanting a wilderness experience and snowmobilers will be addressed through snowmobile meetings, public service announcements and newspaper articles.

Signing to request cooperation in share and use among snowmobilers, cross-country skiers, and others is located at the trailhead.

## EVENTS

Two public events are scheduled during the year: 1) The Trans Montana Ride begins or ends at the Canadian border on the Ten Lakes Snowmobile Trail. The ride is a fund raiser for charities, which have included M.S. and Special Olympics. 2) Club Fun Days is held over a weekend period, with over 200 snowmobilers attending the two day event. Visitors from Montana, Canada and neighboring states attend.

No additional employees are used and the Club safety plan is in effect. The Club also utilizes "Montana Snowmobile Safety and You," published by FWP.



# TEN LAKES SNOWMOBILE CLUB

P.O. BOX 131  
FORTINE, MONTANA 59918  
406 • 882 • 4474

September 12, 1991

Robert Hurd  
Glacier View Ranger District  
Flathead National Forest  
P.O. Box W  
Columbia Falls, MT 59912

Dear Mr. Hurd,

The Ten Lakes Snowmobile Club has groomed trails in the northern part of the Fortine Ranger District of the Kootenai National Forest for the last couple of years. The club would like to extend the groomed trail system into the neighboring Glacier View Ranger District of the Flathead National Forest.

Specifically, the club wishes to groom a portion of Forest Service Road #114 from the Kootenai-Flathead forest boundary line to the Frozen Lake area adjacent to the United States-Canada border. The road is accessed by Forest Service Road #7110 on the Fortine Ranger District, which connects to the Therriault Lakes Road #319, the latter which is currently in the Fortine groomed trail system.

The club estimates the length of the additional trail grooming from Road #319 to the Frozen Lake area at approximately six miles, with about half of those miles in the Glacier View Ranger District. The club feels the proximity of the Frozen Lake Road #114 to the Fortine Ranger District's trail system makes it more economically and logistically feasible for the Ten Lakes Snowmobile Club to groom the trail rather than the Flathead Snowmobile Association, which does not object to the Ten Lakes club's proposal.

The Ten Lakes club seeks to groom the two roads to include the popular Weasel Cabin site and Frozen Lake area. You may remember the Canadian border at the Frozen Lake area was the destination of the first Snowmobile Ride Across Montana for Multiple Sclerosis in January of this year. We would like to use the area again in 1992 to begin the 2nd annual cross-state ride, and request your permission to do so.

This year, about 75 riders met at the Frozen Lake area, about half of them local riders from the Flathead and Tobacco valleys and the other half who rode across the entire state in the fund-raising event.

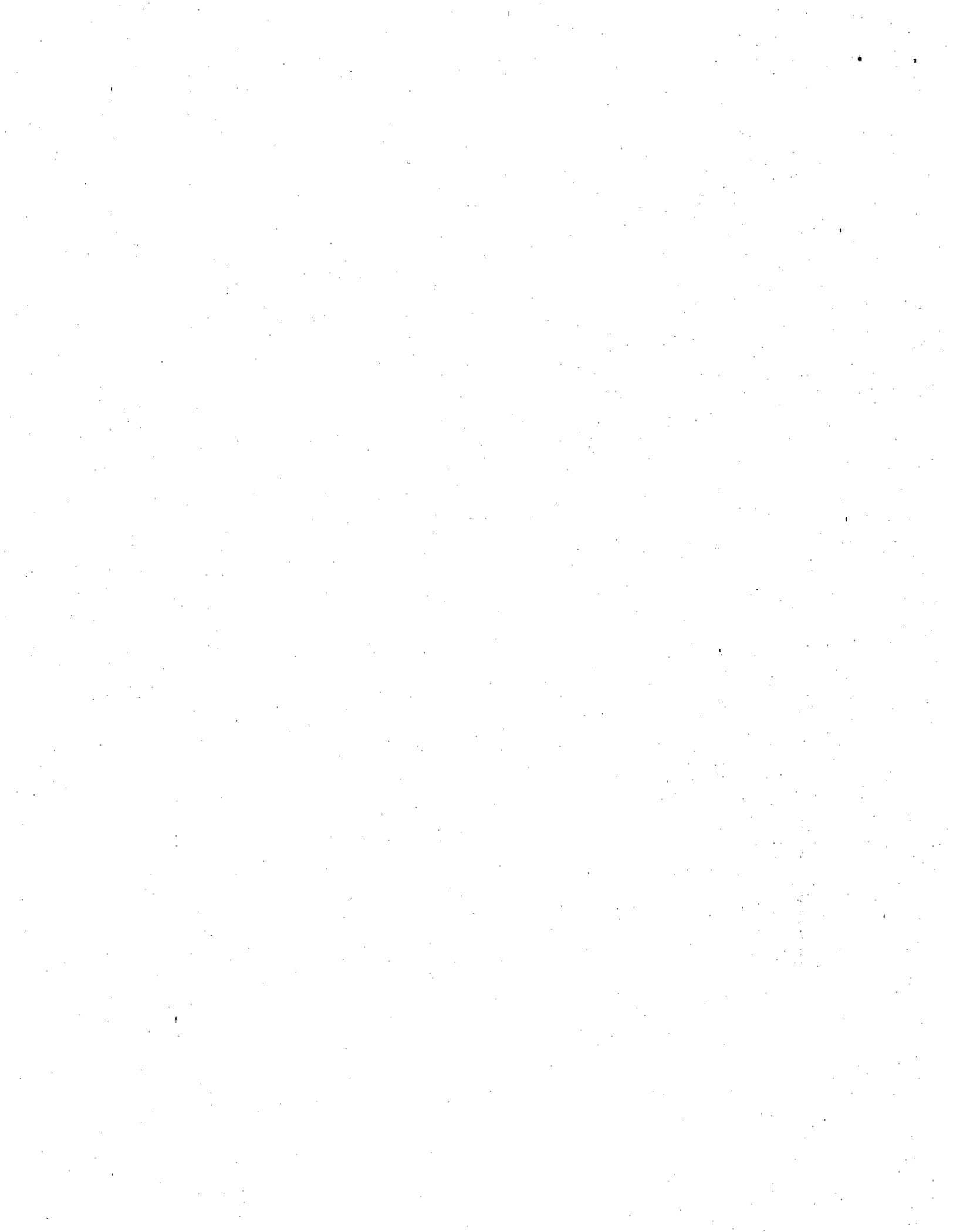
Enclosed is the club's trail grooming agreement with the Fortine Ranger District, which estimated at least 500 snowmobiler user days on the present trail system from mid-January through March of this year. Also enclosed is a copy of the map showing Roads #7110 and #114 as shaded for proposed grooming the club submitted to the Montana Department of Fish, Wildlife & Parks for grooming funding. Apparently funding for all the state's snowmobile clubs has been frozen at last year's levels, but we seek the Glacier View Ranger District's approval to groom the trail once or twice next season, if our budget allows, to determine the physical feasibility of the job, most likely in conjunction with the cross-state ride.

You probably will need more information concerning both our grooming request and area use request for the 1992 cross-state ride. Please do not hesitate to contact club president Jerry Syth at 882-4474, grooming chairman Herb Clark at 882-4657 or myself at 296-2514 (office) or 882-4814 (home).

Sincerely,



Mark A. Svoboda  
club vice-president



ENVIRONMENTAL ASSESSMENT  
DECISION NOTICE  
FINDING OF NO SIGNIFICANT IMPACT

TEN LAKES SNOWMOBILE GROOMING

SUMMARY

This Decision Notice selects Alternative 4 of the Ten Lakes Snowmobile EA to allow continued grooming of the Ten Lakes Snowmobile Trails as they currently exist.

BACKGROUND

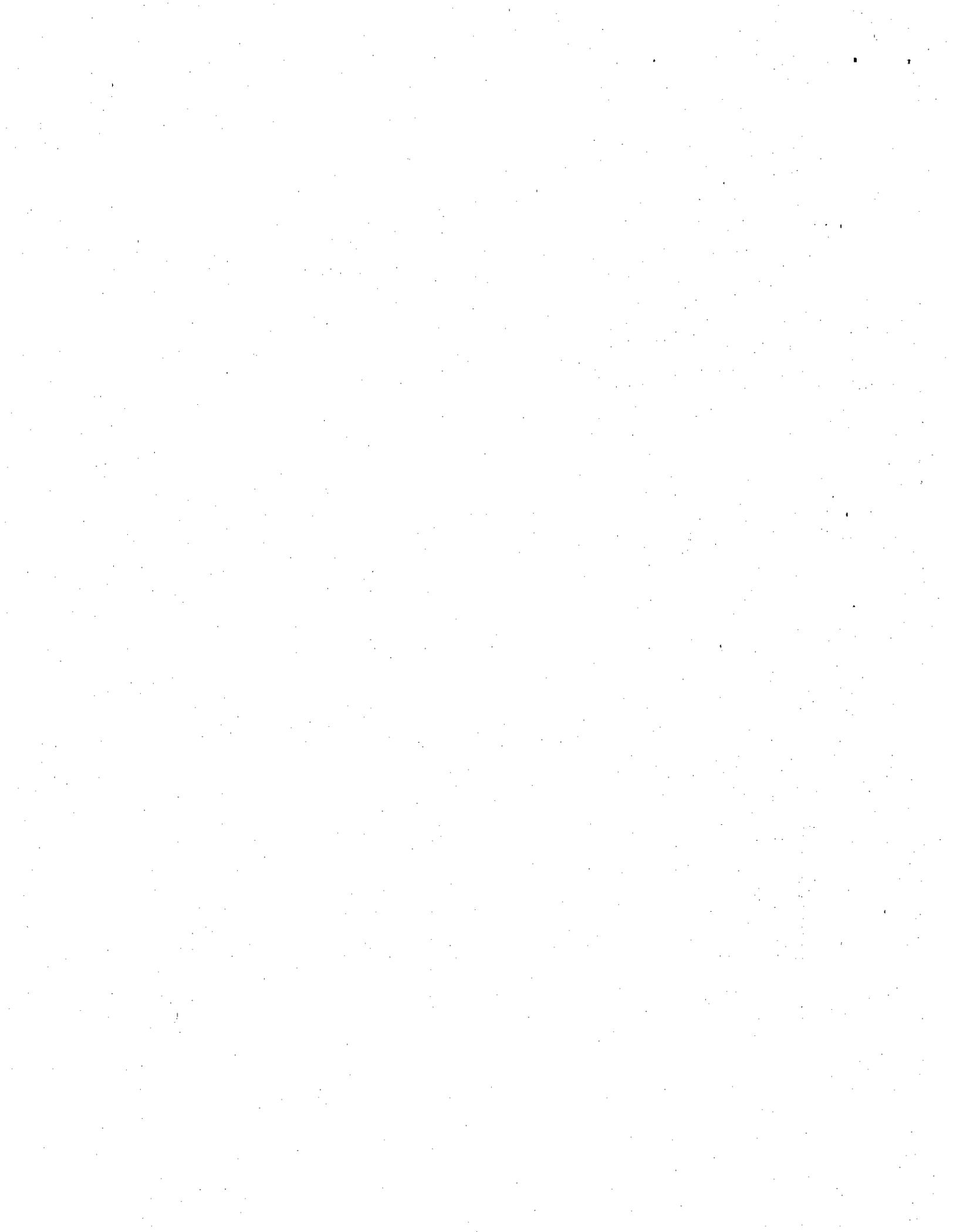
Since snowmobiling was introduced to the American public in the 1960s, it has become an increasing individual, group, and family winter recreational activity. With increasing use, trails became less desirable due to bumps and mogels, and less safe for all users.

Snowmobilers in the Eureka/Fortine area of Northwest Montana met on January 26, 1989 and established the Ten Lakes Snowmobile Club and club members began grooming trails in the area with permission from the U.S. Forest Service, on whose property the trails are located. Establishing the snowmobile trail system provided some easing of conflicts with non-motorized winter trail users.

In 1992 the Department of Fish, Wildlife and Parks began a process to complete a programmatic environmental assessment for snowmobiling. The Programmatic Environmental Review Program dated September 1993, required that specific environmental assessment be written for snowmobile trails groomed using funds generated from the percentage of the gas tax which goes toward snowmobile recreation. With the aid of a consultant and the Ten Lakes club an environmental assessment was written.

OBJECTIVES

The objective of this environmental assessment was to look at site specific concerns in the Ten Lakes area in relation to snowmobile grooming. These included aesthetic values, wildlife values, recreational conflicts between motorized and non-motorized users, and the issue of snowmobiling in proposed wilderness areas. With public involvement and input, alternatives were established, and recommendations made.



## ALTERNATIVES

Five alternatives were developed:

Alternative 1: No Action. Financing from FWP would cease. Trail grooming would no longer take place. Roads in the area would continue to be used by snowmobilers. Safety to all users may suffer. Major accidents could occur. Plowing the road to Birch Creek trailhead may cease, creating unsatisfactory traffic conditions along plowed areas of Graves Creek Road. Snowmobile use in the Wilderness Study Areas would continue.

Alternative 2: Elimination of Stahl and Clarence Creek roads from the groomed trail system. This may eliminate easy snowmobile access into the Ten lakes Wilderness Study Area. Conflicts with cross-country skiers may be reduced. With these two trails eliminated, cross-country skiers would still ski over three miles of groomed snowmobile trail to reach the non-groomed trails. Therriault Creek ski trails permit skier access without snowmobile interference into the Wilderness Study Area. The Kootenai National Forest Plan presently permits snowmobile use in the Wilderness Study Areas.

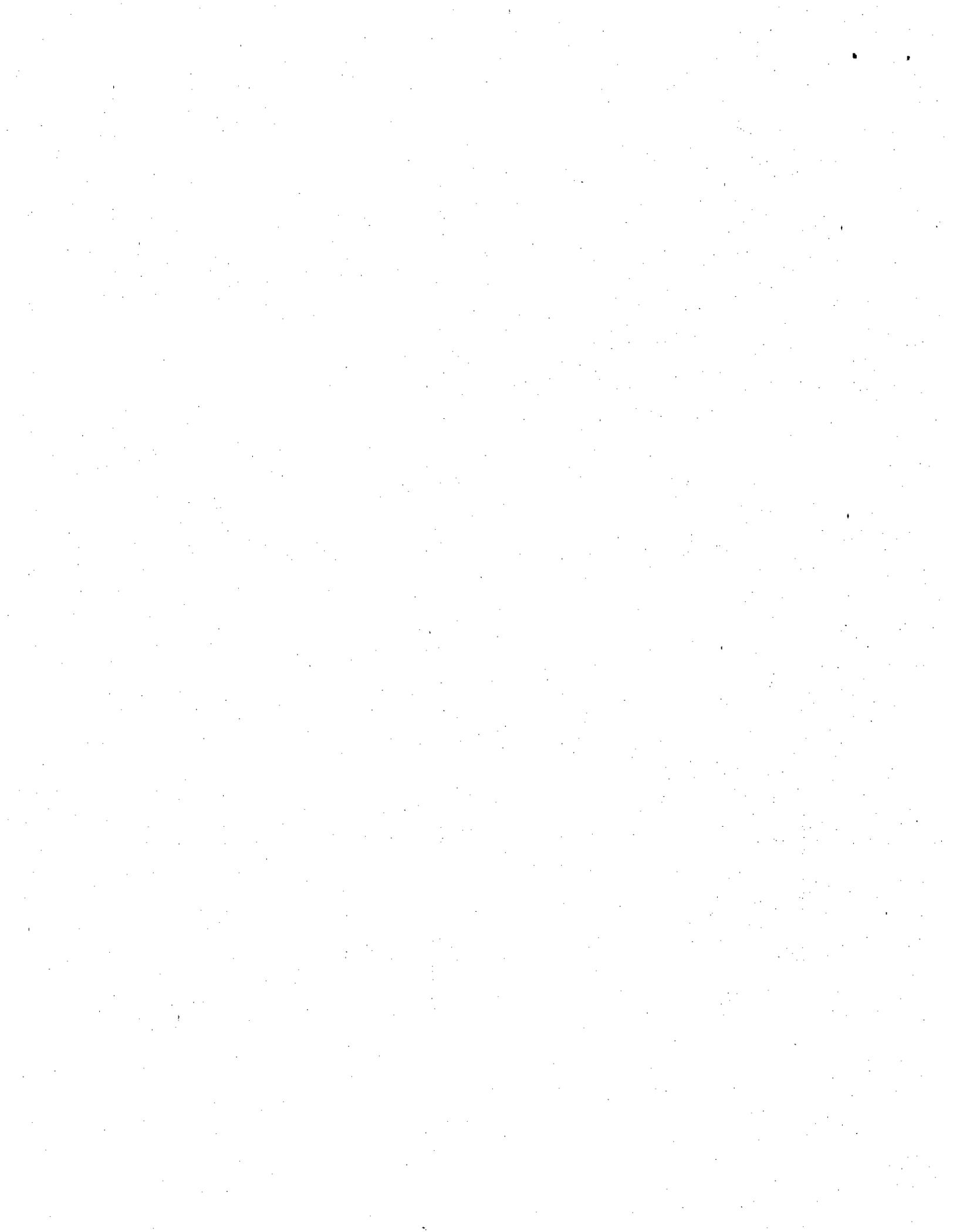
Alternative 3: Eliminate Stahl Creek Road grooming. Very similar to Alternative 2.

Alternative 4: Retain existing groomed trail system. This alternative provides easy access into the Wilderness Study area and Ten lakes Scenic Area. Snowmobile use in these two areas is permitted as indicated in the Kootenai National Forest Management Plan. Tuchuck and Thompson-Seaton proposed Wilderness Areas are located in the Flathead National Forest along the county boundary to the east. These two proposed wilderness areas are open to motorized use from December 1 through March 30. If these areas become designated Wilderness, motorized use will be eliminated.

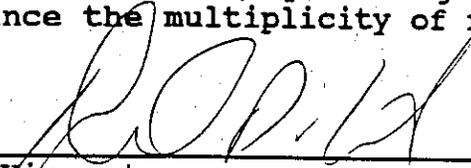
Alternative 5: Add Wolverine Creek Road to Alternative 4. This would add an additional two miles to the existing system and may promote additional motorized use in the Ten Lake Scenic Area. The road also passes through moose winter range.

## CONCLUSION

It is my decision to implement Alternative 4. This alternative reflects current use patterns, protects wildlife through spring closures, and recognizes that snowmobile use would continue even if grooming in the area ceased. Since snowmobile use is allowed under the wilderness study use designation in these areas the elimination of grooming would not eliminate snowmobile use, just make it more difficult and less safe. Wildlife concerns have been addressed through spring closures, and through education, signing and enforcement.



Recreational conflicts between motorized and non-motorized users will continue. Since there are several areas available to non-motorized users, providing a location for motorized use will balance the multiplicity of recreational demands in this area.

  
\_\_\_\_\_  
Dan Vincent  
Regional Supervisor

7-24-96  
\_\_\_\_\_  
Date

