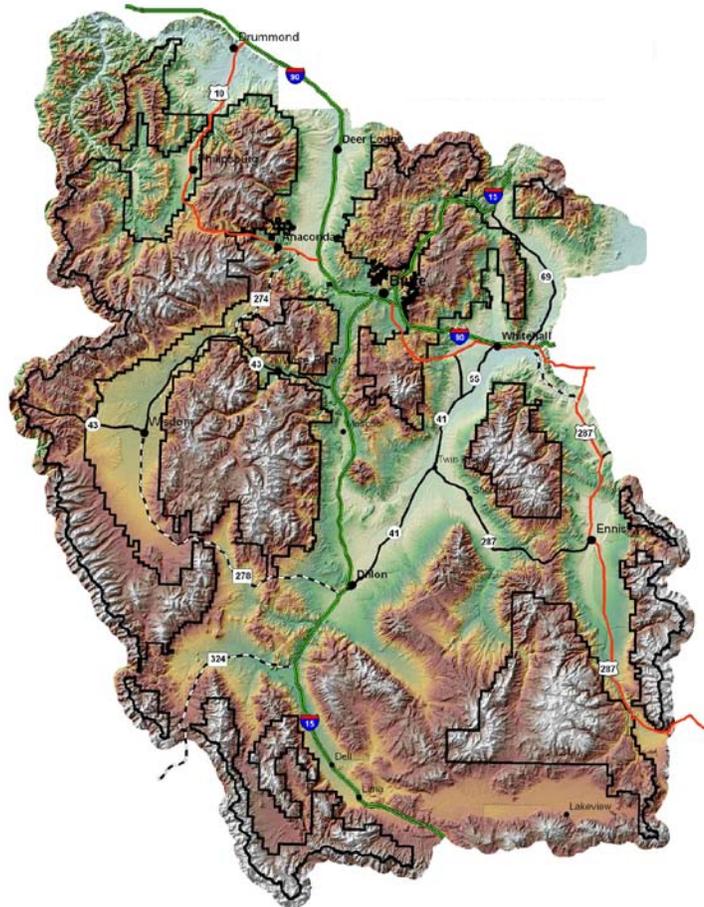


	
United States Department of Agriculture	Record of Decision Enacting Forest Plan Travel Management Direction for Certain Areas of the Beaverhead-Deerlodge National Forest
Forest Service	
Beaverhead-Deerlodge National Forest	
February 2010	
	Beaverhead-Deerlodge National Forest



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Introduction

This Record of Decision enacts Forest Plan Travel Management Direction set forth in the January 14, 2009 Record of Decision for the Revised Beaverhead-Deerlodge National Forest Land and Resource Management Plan. The January 14, 2009 Record of Decision provided that the closure of areas/routes consistent with the Forest Plan Direction would be made in a separate Record of Decision. This is the Record of Decision that makes the closure decisions to conform on-the-ground management to Forest Plan Direction.

Travel Management Decisions and Rationale

January 14, 2009 Record of Decision and Revised Forest Plan

On January 14, 2009, the Regional Forester signed a decision to select Modified Alternative 6 as the Revised Land and Resource Management Plan (2009 Revised Forest Plan) for the Beaverhead-Deerlodge National Forest (BDNF). The 2009 Revised Forest Plan adopted Forestwide and Management Area goals, objectives, and standards.

Specifically, the 2009 Revised Forest Plan set forth the following management direction in the form of management allocations and management standards.

- Prohibition of motorized vehicles in summer non-motorized allocations except for permitted or administrative use from May 16 through December 1. 2009 Revised Forest Plan, Recreation and Travel Management, Standards 2 and 7, page 32.
- Prohibition of motorized vehicles in winter non-motorized allocations except for permitted or administrative use from December 2 through May 15. 2009 Revised Forest Plan, Recreation and Travel Management, Standards 2 and 8, page 32.
- Prohibition in recommended wilderness areas of wheeled or motorized vehicles designed for the primary purpose of transporting people, except for wheel chairs and for permitted or administrative use. 2009 Revised Forest Plan, Recreation and Travel Management, Standard 13, page 33.
- Restriction of motorized vehicles to open motorized routes identified on the Forest Plan Interim Roads and Trails GIS Layer displayed on page 53 of the 2009 Revised Forest Plan. 2009 Revised Forest Plan, Recreation and Travel Management, Standard 3, page 32. (Note: In accordance with the Chief's appeal decision of October 30, 2009, an erratum to page 53 of the Revised Forest Plan is posted on the forest website which clearly identifies which routes are motorized. Go to <http://fs.usda.gov/bdnf/planning>. That map is also included with this decision document in the back of Appendix A.

This Record of Decision

To enact the direction set forth in the 2009 Revised Forest Plan, I am making, in this decision, the following closures to conform on-the-ground management to Forest Plan direction.

- Closure of all roads and trails to motorized use in areas allocated to summer non-motorized allocations in the 2009 Revised Forest Plan from May 16 through December 1.

- Closure of all areas to winter motorized travel allocated in the 2009 Revised Forest Plan to winter non-motorized prescriptions for the period December 2 through May 15.
- Closure of all roads and trails in areas allocated to recommended wilderness to wheeled or motorized vehicles designed for the primary purpose of transporting people, except for wheel chairs.
- Closure of motorized travel (in conjunction with the forest visitor map) on routes not identified in the 2009 Revised Forest Plan on page “errata – 53” (see the web site). As described in Revised Forest Plan recreation Standard 3 (page 32), this restriction only applies to areas where routes have not been formally designated through site specific travel planning.

These closure decisions will be implemented through the issuance of administrative closure orders. These closure decisions do not affect any valid existing rights.

Rationale

The 2009 Revised Forest Plan Record of Decision and the Final Environmental Impact Statement (Corrected) disclose the analysis and the rationale for the Travel Management Direction which was adopted as part of the 2009 Revised Forest Plan.

In comments on the 2009 Revised Forest Plan, people indicated a desire to know what to expect in terms of recreation settings, opportunities, and restrictions, for specific geographical areas during each season of use. The public asked the BDNF to clearly identify areas where they can enjoy quiet recreation, and on the other hand, areas where they can enjoy a motorized experience. Public comments generally supported designation of summer motorized travel routes and the elimination of travel off of designated routes. Many people also considered it important to identify areas where snowmobiling was allowed and areas where visitors could expect to find a quiet, non-motorized winter setting.

Clear and specific direction was needed to manage recreation settings and travel patterns in order to provide a balanced and diverse range of opportunities across the Forest. In the Environmental Impact Statement, the BDNF considered a range of management in terms of travel management allocations both motorized and non-motorized.

Management area direction in the 2009 Revised Forest Plan identifies management allocations with various recreational settings. Recreation setting descriptions include type of access (e.g. motorized or non-motorized), level of recreational facility development, general level and concentration of visitor use, and other resource uses in the area. The spectrum of settings extends from Primitive (undeveloped, non-motorized) through Semi-primitive (minimally developed, non-motorized or motorized) to Roaded Natural (moderately developed, accessible by passenger vehicle).

The 2009 Revised Forest Plan specifically emphasizes motorized recreation in several management areas. Future site-specific travel planning in motorized use areas will occur, in accordance with 36 C.F.R. 212 et seq., and will provide opportunities for the public to collaborate on designation of routes. Key areas with a motorized emphasis include Pipestone, East Face, South Fleecer, Little Boulder, Little Boulder-Galena, Meadow Creek, and Butte North.

The 2009 Revised Forest Plan also identifies areas in which winter motorized recreation is featured, while summer use is non-motorized. These areas have watershed conditions that are more susceptible to impacts by wheeled vehicles than over-snow vehicles. Key areas with the combination of winter motorized/summer non-motorized recreation include parts of Mt. Jefferson and the West Big Hole.

A third broad category of opportunity is provided where access is non-motorized both for summer and winter, providing for quiet recreation year-round and seasonal wildlife habitat values such as big game winter range. Examples include Anderson Mountain, Greenhorn Mountains, a part of Middle Mountain, and Basin.

A fourth category offers a wide mix of motorized and non-motorized semi-primitive backcountry experiences. Winter closures within these areas are generally intended to protect winter range for game animals. Summer closures provide habitat security for wildlife or quiet recreation. Examples are found in the Antelope Basin, Lobo Mesa, Pintler Face, East Deerlodge, and Whitetail areas.

Finally, a non-motorized and non-mechanized recreation setting is found in designated and recommended wilderness areas. Those areas allow foot travel and equestrian use, but not mountain biking.

Specifically the 2009 Revised Forest Plan provides for the following mix of recreation access opportunities as selected in Modified Alternative 6.

Recreation Access Summary

Season	Motorized	Non-Motorized
Summer Total Acres & Percent of Forest	1,863,165 (55%)	1,516,855 (45%)
Miles of Roads	5,614	1,188
Miles of Trails	1,047	1,571
Winter Total Acres & Percent of Forest	2,043,372 (60%)	1,336,628 (40%)
Miles of Winter Routes	1,921	229

Note: These numbers reflect the actual data associated with Alternative 6-modified which was the selected alternative for the 2009 Revised Forest Plan (Revised Forest Plan ROD, page 15).

The specific travel management direction of the January 14, 2009 Record of Decision and the closure decisions made in this Record of Decision to conform on-the-ground management to the Forest Plan direction are as follows:

- Summer Non-Motorized. Summer non-motorized recreation allocations are designed to provide quiet recreation and protect wildlife security and winter range. Summer non-motorized recreation allocations and management standards of the 2009 Revised Forest Plan results in the closure of approximately 107 miles of roads and 185 miles of trail to wheeled motorized uses. These specific roads and trails to be closed by this decision were identified in the FEIS by Landscape on pages 372-373 in the descriptions of Alternative 6. (See Appendix A and the map at the back.)
- (Note: Miles of roads and trails to be closed are slightly different from those disclosed in the FEIS on pages Errata-39 and 362 because of GIS mapping refinements to conform to the final Revised Forest Plan decision. The specific routes closed by this decision are identified in Appendix A.)

- **Winter Non-Motorized.** The 2009 Revised Forest Plan allows winter motorized travel on 60% of the Forest while prohibiting winter motorized travel on 40% of the Forest in areas allocated to non-motorized winter recreation. This decision closes the areas allocated to non-motorized winter recreation to winter motorized travel (see 2009 Revised Forest Plan, Winter Recreation Allocation Map, page 55 and map 2 in this document) to conform to the 2009 Revised Forest Plan. These winter non-motorized areas are designed to provide quiet recreation opportunities and to protect wildlife security and winter ranges.
- **Recommended Wilderness –Travel Management.** The 2009 Revised Forest Plan prohibits all roads and trails in areas recommended for wilderness to wheeled or motorized vehicles designed for the primary purpose of transporting people except for permitted or administrative uses or wheel chairs (see RFP, Recommended Wilderness Map, page 56). This decision closes all roads and trails in areas recommended for wilderness to conform to the 2009 Revised Forest Plan. There will be no wheeled or motorized conveyance allowed within recommended wilderness except for emergencies or administrative use. This includes the landing of aircraft, and use of snowmobiles, motorcycles, all terrain vehicles (ATV's), and mountain bikes. Use of wheel chairs for persons with disabilities and non-motorized game carts are allowed in recommended wilderness.
- **Restriction of Motorized Vehicles to Existing Routes.** The 2009 Revised Forest Plan adopted the map on page “errata -53” of the Revised Forest Plan as the interim map of routes where wheeled motorized use is allowed (in conjunction with the Forest Visitor Map) until such time as route specific motorized use designations are completed. This decision closes routes not identified on the map to motorized travel until further site specific travel planning is completed.

Subsequent Travel Planning

The 2005 Travel Management Rule (36 CFR 212) prescribed a new process for making site-specific decisions to designate routes for motorized travel and closed undesignated areas and routes to motorized use. The next stage of travel planning will include further analysis to formally designate routes for motorized travel in areas where motorized use is permitted under 36 CFR 212 Subpart B and result in publication of Motor Vehicle Use Maps (MVUM) for the BDNF.

Consideration of Issues and Public Comments

The Interdisciplinary Team (IDT) identified recreation and travel management as a key issue in the development of the 2009 Revised Forest Plan. Some public comments indicated a desire to maintain existing motorized recreation opportunities in summer and winter while others wanted to expand quiet areas free of motorized use with easy vehicle access and parking. Yet others wanted increased motorized opportunities (FEIS page 16). Travel management was also an issue in regards to wildlife security and the effects of open motorized roads and trails on wildlife habitat and connectivity (FEIS page 15).

The public commented on the alternatives presented in the DEIS. The IDT developed responses to comments in the FEIS in Chapter Five. Responses specific to recreation and travel management are on pages 606-682. Comments on the Final EIS were publicly available in the CommentPro database from a link on the Forest Plan website at <http://www.fs.usda.gov/bdnf/planning>. Click

on “Forest Plan Revision Documents and Maps.” Scroll down to “2009 Corrected FEIS and look for the link to “CommentPro Comment and Response Database.”

Over the course of the seven year forest plan revision process (2002-2009), thousands of public comments were reviewed in addition to the public meetings held to gather and understand public comment. Recreation and travel management were the subjects of broad public debate throughout the plan revision process. It is clear many people prize the BDNF as a place to recreate.

The 2009 Revised Forest Plan and January 14, 2009 Record of Decision considered all public comments and the extensive analysis the FEIS in deciding on Travel Management Direction in the form of management allocations and management standards in the 2009 Revised Forest Plan. This Travel Management Direction, as a part of the 2009 Revised Forest Plan, was also subject to administrative appeal. Public appeals of the 2009 Revised Forest Plan including Travel Management Direction were considered and responded to by the Chief of the Forest Service in a combined appeal decision dated October 30, 2009. This closure decision, which enacts the allocations and standards set forth in the 2009 Revised Forest Plan, incorporates all analysis of the FEIS, responses to comments, the rationale of the January 14, 2009 ROD and responses in the Chief’s October 30, 2009 Appeal Decision related to Travel Management Direction.

Summer Non-Motorized and Winter Non-Motorized:

Public comment on non-motorized allocations of the 2009 Revised Forest Plan included concern for the current use and future needs of motorized users and the impacts of and on motorized use. The January 14, 2009 Record of Decision on pages 13-15 discusses the rationale for the Travel Management Direction that allocated some areas to summer and or winter non-motorized uses in balancing multiple use demands. The FEIS analyzes use, impacts and discusses the rationale of non- motorized allocations at many places in the FEIS including pages 3-4, 16, 20, 29-30, 85-90, 137-139, 205, 228, 231, 232, 270, 287-288, 289-291, 361-367, 507-517 and in response to comments. Non-motorized allocations were made in certain areas to protect watershed conditions, provide habitat security, provide for quiet recreation, and protect seasonal wildlife values such as winter range.

Specifically, concerning the issue of non-motorized use in the Sapphire Wilderness Study Area – appellants to the 2009 Revised Forest Plan contended the ROD was in conflict with the Montana Wilderness Study Act of 1977 because there is no requirement to decrease motorized use levels to less than those present in 1977. They further contended that Judge Molloy’s ruling of 5/21/01 stated the areas within the WSAs are to remain open to off-road vehicle use until the area is given a formal wilderness designation. Contrary to these claims, the January 14, 2009 Revised Forest Plan ROD is not in conflict with the Wilderness Study Act or any court decision concerning the Sapphire WSA. The Revised Forest Plan ROD did not change summer motorized use in the Sapphire WSA. It only prohibits snowmobiling on a timbered portion of the Sapphire WSA where little snowmobiling is presently occurring. In so doing, the BDNF determined that the best use and appropriate management of the area was non-motorized recreation in the winter. The Forest’s decision was not based on the Wilderness Study Act. The Wilderness Study Act does not by statute prohibit existing uses from continuing. However, neither the Wilderness Study Act nor any court decision prohibits the Forest Service from determining appropriate motorized and non-motorized management during the planning process. This is what the January 14, 2009 Revised Forest Plan ROD and FEIS process did.

Recommended Wilderness – Travel Management:

Through the forest planning process, the interdisciplinary team, with input from ranger district personnel, conducted a thorough assessment of all roadless areas to determine whether or not each area should be recommended for inclusion in the National Wilderness Preservation System. The assessment included such factors as whether or not the area has basic wilderness characteristics, important connectivity for wildlife, and considered current primary recreation uses. Of the approximately 1.8 million acres of roadless (51 areas), 321,800 acres (14 areas) were recommended for wilderness in the 2009 Revised Forest Plan. For the recommended wilderness areas, the 2009 Revised Forest Plan prohibits wheeled or motorized vehicles designed for the primary purpose of transporting people, except for wheel chairs and for permitted or administrative use. This direction prohibits the use of snowmobiles and mountain biking in recommended wilderness.

During public comment, this direction received strong public opinion on both sides of the issue. The January 14, 2009 Record of Decision on pages 20 and 21 discusses the rationale for the decision. Specific analysis by area and consideration of alternatives which did and did not prohibit motorized and mechanized use in recommended wilderness areas were considered in the FEIS on pages 279-293.

Specifically, an area recommended for wilderness by the Forest Service carries with it a determination and recommendation that the best future use of the area is to preserve it as wilderness. Having determined the highest and best management use of such areas is Wilderness, the Forest Service concluded the areas should be managed consistent with these findings. There is a significant distinction between Wilderness Study Areas (WSAs) and recommended Wilderness areas under the revised forest plan. A designation of an area as a WSA carries no determination that the area is, or is not, suitable for designation and management as wilderness but is direction to the Forest Service to study the areas eligibility and advise Congress regarding the agency's views in that regard. In contrast, an area recommended for wilderness by the Forest Service carries with it a determination and recommendation that the best future use of the area is to preserve it as wilderness. The distinction in management between recommended wilderness and WSAs reflects the difference between congressional direction and appropriate management for areas recommend issued for inclusion in the NWPS. Areas recommended for inclusion in the National Wilderness Preservation System (NWPS) should be managed to protect not only the attributes that resulted in their recommendation but also those areas potential for inclusion in the NWPS. This adheres to Forest Service national policy.

Additionally, visitor conflicts could result from mixing mountain biking with hiking and equestrian use and snowmobiling with skiing and snowshoeing in areas where visitors are expecting to encounter uses that are compatible with a recommended wilderness designation. Studies show that recreation experience goals are determined by a variety of factors, including the designation of an area. Recreation goal interference frequently results in visitor conflicts. Typically in recommended wilderness, the expectation of visitors is that they will only encounter hikers and equestrians (or snowshoers and skiers in the winter). When they encounter motorized or mechanized recreationists, conflicts are likely to occur. Conflicts between trail users can be avoided by properly located and constructed trails. All of the trails in the recommended wildernesses on the BDNF have been designed, constructed and maintained for hikers and equestrians. Though there aren't different standards for mountain bikes, in an ideal situation

mountain bike trails would be devoid of abrupt transitions, would have bermed turns and would not have blind curves. All of these attributes of well designed mountain bike trails help to reduce safety and resource concerns and will be considered for trails outside of recommended and designated wilderness. In terms of snowmobiles, although long term physical impacts of over snow motorized use may be difficult to quantify, snowmobiles do cause short term physical and social impacts. Tracks in snow fields and high mark play areas may be widespread and affect natural appearance and sense of solitude. Snow machines are often audible over great distances, affecting solitude and secure wildlife habitat. Forest Service Manual 1923.03, (2) states any area being recommended for wilderness is not available for any use or activity that may reduce the area's wilderness potential. Page 22 of the FEIS discloses the rationale for restricting uses which may reduce wilderness potential in recommended wilderness. These criteria include natural integrity, opportunities for solitude and primitive recreation, and other elements which the sound of motors or presence of fast moving vehicles may conflict with (FEIS, Appendix C, pp. 3 and 5).

The prohibition of wheeled or motorized vehicles designed for the primary purpose of transporting people in recommended wilderness does not equate to de facto wilderness designation. As described in the FEIS on page 280, levels of motorized travel were much lower in the mid-1980s...The increased popularity and expansion of these uses, and the potential of these activities to affect wilderness character and potential for designation were not fully anticipated. Recommended wilderness allocations are not being managed as de facto wilderness. Special Designations, Standard 2, FP (page 40) allows for permitted or administrative uses requiring motorized vehicles. Page 288 of the FEIS discloses, "(p)ending designation as wilderness by Congress, use of chainsaws for vegetative management, trail clearing, wildlife habitat improvement, fire fighting, and non-commercial wood gathering...will not be restricted." These uses would likely be restricted if Congress designated the areas as wilderness.

The Forest Service has the authority under the Organic Act, Multiple-Use Sustained Yield Act and the National Forest Management Act to prohibit uses on National Forest System Lands.

The public also raised the issue that allowing wheeled game carts in recommended wilderness areas, but not mountain bikes, is discriminatory against bicycle hunting. As detailed in response to comments on the FEIS, mountain bikers are considered a recreational user group which the forest plan strives to manage through strategic direction. Game carts are not a user group requiring management and are instead viewed as a tool specific to a single task. Further, there were no public comments suggesting game carts affect wilderness character. In addition, one public comment requested a boundary adjustment and/or corridor to maintain mountain bike access for specific trail segments. As disclosed on page 289 of the FEIS, mechanized transport is inconsistent with visitor expectations in recommended wilderness areas. Corridors would fragment recommended wilderness and would not protect wilderness characteristics.

Restriction of Motorized Vehicles to Existing Routes

Many people were concerned about the proliferation of user created routes occurring across the forest. In order to be responsive to that issue, the public was asked to submit information and/or maps describing the routes they were using. Motorized users were asked to contribute information for the inventory of roads and trails on two occasions - once in 2004 before the Draft EIS and again in preparation for the Final EIS during the spring of 2007. The routes provided by

both the public and by Ranger District staff were mapped (2009 Revised Forest Plan, errata page 53) and included in the analysis disclosed in the corrected FEIS.

This inventory was validated through the two separate public review and comment opportunities, as a base for continuing implementation of the Tri-State OHV Amendment and as a starting point for subsequent travel management. The Tri-State OHV Decision amended the 1986 and 1987 Forest Plans and restricted motorized wheeled vehicle travel off roads or trails (cross-country travel). That decision established the legality of motorized travel based on a visual interpretation by the user rather than a map of roads and trails where motorized uses are allowed. Monitoring and public comments in 2001 showed the “user interpretation” approach to identifying these routes has been confusing and ineffective. There has been a proliferation of new user-built routes and new motorized use of other routes that were not available to those uses prior to 2001.

The 2009 Revised Forest Plan set forth management direction that restricted motorized vehicles to open motorized routes identified on the Forest Plan Interim Roads and Trails GIS Layer displayed on page 53 of the 2009 Revised Forest Plan and described in the 2009 Revised Forest Plan, Recreation and Travel Management, Standard 3, page 32. (Note: In accordance with the Chief’s appeal decision of October 30, 2009, an errata to the map displayed on page 53 of the RFP is now published on the forest website at <http://fs.usda.gov/bdnf/planning> and is included with this decision, in Appendix A.

Public comment on the matter concerned the completeness of the inventory of roads and trails shown on the Forest Plan Interim Roads and Trails Map, page 53. Page “errata – 53” clearly identifies which routes on the inventory are motorized. Please replace page 53 with the errata sheet in your personal copy of the 2009 Revised Forest Plan.

Alternatives

Alternative Development

Travel Management alternatives under consideration in the Draft and Final EIS were developed from the following sources:

- Monitoring and evaluation of current BDNF resources and implementation of the 1986 and 1987 plans.
- Review of Forest Service policy and direction.
- An assessment of existing conditions, as disclosed in the Analysis of Management Situation (AMS) and reflecting subsequent public comments on the AMS.
- Issues identified in coordination with Tribes and State and local governments.
- Issues identified during the public scoping process, discussion at public meetings, and comments received on the AMS, Proposed Action, DEIS and Draft Plan.
- Management concerns and opportunities identified by the interdisciplinary team.

Five alternatives were developed in detail, and their effects were studied and disclosed in the DEIS. The DEIS was circulated for public comment.

In response to public comments and additional analysis, a sixth alternative (Alternative 6) was developed and its effects are disclosed in the FEIS. Alternative 6 was identified in the FEIS as the preferred alternative and was set forth as the Revised Draft Plan.

An additional public comment opportunity was provided with publication of the FEIS and Revised Draft Plan. Comments on those products generated further modifications. The 2009 Revised Forest Plan Record of Decision describes and selects Modified Alternative 6 as the 2009 Revised Forest Plan.

The following alternative section describes the recreation and travel management component of the alternatives analyzed in detail.

Alternatives Considered in Detail (FEIS pages 18-80)

Alternative 1 – No Action (direction in 1986 and 1987 plans)

A complete summary of this alternative can be found in the FEIS at pages 23-24 with the analysis of effects of this alternative in relation to Recreation and Travel Management on pages 353-401 of the FEIS.)

General: The alternative of making no change to the current situation is required by the National Environmental Policy Act (NEPA), and is intended to serve as a basis of comparison for the other alternatives. “No Action” for land management planning (FSH 1909.15) means that management allocations, activities, and management direction described in the existing 1986 and 1987 Forest Plans (as amended) would continue for 10-15 years.

Under Alternative 1, there would continue to be separate and inconsistent sets of Forest Plan direction for the Beaverhead and the Deerlodge sides of the Forest.

Recreation and Travel Management: Approximately 29% of the forest is allocated to non-motorized recreation in the summer; 16% in the winter. Open roads and trails continue to be determined by visual parameters as defined in the Tri-State OHV Decision. No roads or trails would be closed because of non-motorized allocations.

Recommended Wilderness: In the existing Forest Plan, 174,000 acres are recommended for wilderness. Mechanized use (mountain biking) is allowable and some motorized use is allowed in recommended wilderness areas.

Alternative 2

A complete summary of this alternative can be found in the FEIS at page 25 with the analysis of effects of this alternative in relation to Recreation and Travel Management on pages 353-401 of the FEIS.

General: Alternative 2 is the Proposed Action released for public review in August 2003. The alternative was designed around the need for change evident after monitoring, landscape analysis, and public comments on the Draft Analysis of the Management Situation published December 2002 (FEIS, pages 3-4). The Proposed Action introduced large, place-based management areas designed to improve management of resources and which are readily identifiable by forest users.

Recreation and Travel Management: Approximately 39% of the forest is allocated to non-motorized recreation in the summer; 22% in the winter. Approximately 106 miles of roads and 136

miles of trails currently open to motorized travel would be closed to prohibit motorized wheeled vehicles in the summer because of non-motorized allocations. Open roads and trails continue to be determined by visual parameters as defined in the Tri-State OHV Decision.

Recommended Wilderness: In Alternative 2, 195,000 acres are recommended for Wilderness, which includes a revised West Big Hole proposal and allows mechanized, but not motorized, use in areas recommended for wilderness designation.

Alternative 3

A complete summary of this alternative can be found in the FEIS on pages 25-26 with the analysis of the effects of this alternative in relation to Recreation and Travel Management on pages 353-401 of the FEIS.

General: Alternative 3 responds to public comments requesting the Forest Service to allow natural processes to maintain ecosystems, minimize mechanical vegetation treatment, and conserve or restore aquatic health. The alternative addresses concerns about the protection of roadless character by excluding summer motorized uses from all inventoried roadless areas.

Recreation and Travel Management: Approximately 59% of the forest falls under non-motorized allocations in the summer and 45% in the winter. Approximately 491 miles of road and 556 miles of trail would be closed to summer motorized travel because of non-motorized allocations in the Revised Forest Plan. The Forest Plan Interim Road & Trail Map (RFP, page 53) serves as the basis for defining legal routes until completion of further site-specific travel planning.

Recommended Wilderness: In Alternative 3, 706,000 acres are recommended for wilderness, all of which would be closed to motorized and mechanized use defined as wheeled or motorized vehicles designed for the primary purpose of transporting people, except for wheel chairs.

Alternative 4

A complete summary of this alternative can be found in the FEIS at page 27 with the analysis of the effects of this alternative in relation to Recreation and Travel Management on pages 353-401 of the FEIS.

General: Alternative 4 responds to public comments that forest management should directly benefit local economies, and utilitarian traditions of families and communities through management emphasis on predictable sustained commodity outputs while allowing a variety of other uses.

Recreation and Travel Management: Approximately 36% of the forest falls under non-motorized allocations in the summer and 15% in the winter. Approximately 35 miles of road and 42 miles of trail would be closed to motorized use because of summer non-motorized allocations. The Forest Plan Interim Road & Trail Map (RFP, page 53) serves as the basis for defining legal routes until completion of further site-specific travel planning.

Recommended Wilderness: In Alternative 4, there are no acres recommended for wilderness.

Alternative 5

A complete summary of this alternative can be found in the FEIS at pages 27-29 with analysis of the effects of this alternative in relation to Recreation and Travel Management on pages 353-401 of the FEIS.

General: Alternative 5 was the Draft EIS preferred alternative. It was developed to balance the demand for diverse recreation opportunities, resource protection, and commodity outputs.

Recreation and Travel Management: Approximately 45% of the forest falls under non-motorized allocations in the summer and 37% in the winter. Approximately 144 miles of road and 193 miles of trail would be closed because of summer non-motorized allocations. The Forest Plan Interim Road & Trail Map (RFP, page 53) serves as the basis for defining legal routes until completion of further site-specific travel planning.

Recommended Wilderness: In Alternative 5, 248,000 acres are recommended for wilderness which would be closed to motorized and mechanized use defined as wheeled or motorized vehicles designed for the primary purpose of transporting people, except for wheel chairs.

Alternative 6 – FEIS Preferred Alternative

A complete summary of this alternative can be found in the FEIS on pages 29-30 with analysis of effects of this alternative in relation to Recreation and Travel Management on pages 353-401 of the FEIS.

General: The interdisciplinary team developed Alternative 6 after review of almost 11,000 comment letters and discussions in over 160 meetings with 90 interested groups and individuals between 2002 and 2006. It reflects an attempt to balance the demand for diverse recreation opportunities, resource protection, and commodity outputs and to positively respond to many comments and corrections to the DEIS. Alternative 6 draws from the positive responses to the other five alternatives.

Recreation and Travel Management: Approximately 45% of the forest falls under non-motorized allocations in the summer and 39% in the winter. Under this alternative 104 miles of road and 200 miles of trail would be closed because of summer non-motorized allocations. The Forest Plan Interim Road & Trail Map (RFP, page 53) serves as the basis for defining legal routes until completion of further site-specific travel planning.

Recommended Wilderness: In this alternative, 329,000 acres are recommended for wilderness and would be closed to motorized and mechanized use defined as wheeled or motorized vehicles designed for the primary purpose of transporting people, except for wheel chairs.

Modified Alternative 6 – selected in the January 14, 2009 Revised Forest Plan Record of Decision

General: The 2009 Revised Forest Plan was developed by modifying Alternative 6 after reviewing more than 32,000 comments on the FEIS and Revised Draft Plan. The 2009 Revised Plan responds to the issues that have generated substantial ongoing debate, and considers the contributions of several recent collaborative efforts. Like Alternative 6, the 2009 Revised Forest Plan strives to balance the demand for diverse recreation opportunities, resource protection, and commodity outputs to recognize the need for change, to positively respond to comments on the

FEIS, and draws from the positive responses to all alternatives evaluated in the planning process. Slight changes were made to recommended wilderness boundaries to respond to public comments (see RFP ROD, page 29)

Recreation and Travel Management: Approximately 45% of the forest falls under non-motorized allocations in the summer and 40% in the winter. Approximately 107 miles of road and 185 miles of trail will be closed because of summer non-motorized allocations. The Forest Plan Interim Road & Trail Map (2009 Revised Forest Plan, “errata -53”) serves as the basis for defining legal routes until completion of site-specific travel planning.

Recommended Wilderness: Modified Alternative 6 allocates approximately 322,000 acres to recommended wilderness. Under this alternative, recommended wilderness allocations will be closed to motorized and mechanized use defined as wheeled or motorized vehicles designed for the primary purpose of transporting people, except for wheel chairs and permitted or administrative uses.

Alternatives Considered but Not Studied in Detail

A number of alternatives and proposals, suggested by groups and individuals, were considered and eliminated from detailed study. Given the large area under consideration and the decisions required, there is a vast array of possibilities for combining alternative components. Some were not analyzed further because they closely resembled alternatives considered in detail; did not meet the need for change, or were not appropriate for a forest plan decision. Alternatives of this type and the reasons for eliminating them from detailed study are described in Chapter 2 of the FEIS (pages 30-37).

Public Involvement

In 2002, the Beaverhead-Deerlodge National Forest published a notice of intent to revise the Beaverhead and Deerlodge Forest Plans in the Federal Register. Between 2002 and 2009 there were many public meetings, public hearings, and comment periods (see the FEIS, page 10) for a complete description). Many of the public comments concerned travel management as described in the FEIS (pages 3-4, 16). As disclosed in the FEIS, at page 7, this ROD is making site-specific travel management decisions necessary to enact the forest plan and manage resources to meet public expectation where existing non-conforming activity is taking place in an allocation.

The public was involved in collecting the information for the current inventory titled "Forest Plan Interim Roads and Trail map" (RFP, page Errata-53) over the last several years. This map captures routes present before the 2001 Tri-State OHV Rule. Motorized users were able to contribute information twice to the inventory of roads and trails; once in 2004 before the Draft EIS and again in the spring of 2007 preparing for the Final EIS. In May 2007, a number of local user groups contributed over 250 miles of routes not previously shown on the inventory.

In February 2008, the FEIS was published along with a revised Draft Plan based on Alternative 6. A comment period is not required for an FEIS but due to high public interest and the length of time since release of the DEIS, an additional comment opportunity was offered. Comments were taken initially for 45 days and extended another 30 days. All documents and maps have been posted on the web since 2002 and were made available at public libraries and forest offices in

southwestern Montana and a few external communities where there are many people with strong interests in the BDNF.

In the final stage, the team relied on documents and a slide show briefing on the website in the interest of time and cost and ability to reach more people with information. The FEIS and revised draft plan generated more than 32,536 letters, phone calls, and emails. Many comments addressed closing the recommended wilderness allocations to mountain biking. All letters were responded to and are available through a link on the forest website at <http://www.fs.usda.gov/bdnf/planning> then click on “Forest Plan Revision Documents and Maps. Scroll down to “2009 Corrected FEIS and look for the link to “CommentPro Comment and Response Database.”

Compatibility with Goals of other Governments and Tribes

Input from public agencies, Indian Tribes and elected officials was considered in the decision.

Confederated Salish-Kootenai and Shoshone-Bannock, and Blackfoot Tribes

Members of the IDT consulted Tribal representatives during development of the BDNF Plan. The Forest Supervisor met with the Confederated Salish and Kootenai, Shoshone-Bannock tribes and corresponded with the Blackfeet and Nez Perce tribes in addition to regular annual tribal consultation. The FEIS and Revised Draft Forest Plan incorporate specific tribal comments as a result. None of the tribal concerns were specific to travel management. However, many of the general concerns were addressed through the Forest Plan allocations to non-motorized uses.

County, State and Other Federal Land Management Agencies

Forest Service planning regulations require consideration and consultation with other federal, state and local governments as well as tribal plans and policies. As part of the outreach effort, the team initiated a number of discussions with federal, state, local and tribal representatives.

A history of collaboration with federal, state, and local governments, and citizen stakeholders, began in the mid-1990s through landscape analysis. This long range planning effort looked at resource issues and social and economic needs across some of the eleven landscapes that comprise the BDNF. Residents, forest users, and other agencies came together to discuss desired conditions and opportunities for large parcels of the BDNF. Six of the eight landscape analyses involved other agencies and/or citizen stakeholders. The documents are available on CD at the Supervisor’s Office in Dillon.

Counties

With initiation of the planning process in 2001, local government officials from the seven counties which include BDNF lands were invited to participate. Beaverhead and Madison Counties sought and received cooperator status through a Memorandum of Understanding (MOU) which outlines the special expertise the counties could bring to the process. Invitations were also extended to Anaconda-Deerlodge, Butte-Silver Bow, Granite, Jefferson, and Powell. While none

of the invitations resulted in formal cooperating agency status, information sharing and informal involvement continued. Local governments were very involved in encouraging citizens to respond to requests for road and trail information.

State Agencies

Forest Service land management also affects programs managed by several State of Montana agencies. These include Montana Fish, Wildlife and Parks, Environmental Protection Agency-Region 8, Montana Office, the Department of Natural Resource Conservation, and the Montana Department of Transportation. We coordinated information with Montana Fish, Wildlife, and Parks and the State Environmental Protection Agency during all phases of the process. Those offices provided formal comments during the scoping and DEIS review periods. Many of the state's concerns are positively addressed through Travel Management Direction in the 2009 Revised Forest Plan that prohibits motorized uses in non-motorized allocation areas. We also consulted the Montana State Department of Transportation as described in the Forest Roads Analysis Report.

Federal Agencies

Management of federal lands adjacent to the BDNF was considered during development of alternatives and consideration of cumulative effects. In the course of revision, the BLM completed a Resource Management Plan for the Dillon Field Office. The BLM Butte Field Office is also nearing the end of their planning process. Resource specialists for both agencies shared data and information. We discussed travel management concerns across boundaries with staff on the Targhee, Salmon, Lolo, Bitterroot, and Gallatin National Forests. Meetings also ensured we did not create management problems through revised forest plan direction.

The Forest Service manages the BDNF in conformance with many laws, regulations, executive orders, and policies. The list provided here is not a complete list of all governing statutes that apply to the travel management decisions, but it highlights the primary statutes guiding the preparation of this travel management decision. In all cases, this decision is consistent with national law, policy, and direction.

Laws, Orders and Regulations

National Environmental Policy Act (NEPA)

The Beaverhead-Deerlodge Land and Resource Management Plan Corrected FEIS provides analysis for this decision, as well as the decision selecting Modified Alternative 6 (Forest Plan ROD).

The Forest has compiled and generated an enormous amount of information relevant to the effects of each of the alternatives considered in the FEIS. I find the environmental analysis and public involvement process complies with each of the major elements of the requirements set forth by the Council on Environmental Quality for implementing NEPA (40 CFR 1500-1508). These include 1) considering a broad range of reasonable alternatives; 2) disclosing cumulative effects; 3) using best scientific information; 4) consideration of long-term and short-term effects; and 5) disclosure of unavoidable adverse effects.

Alternatives were developed based on the Purpose and Need, the primary issues, and public comments. A total of seven alternatives were considered in detail, including the No Action Alternative as required by NEPA. Other alternatives were considered but eliminated from detailed study. The range of alternatives is appropriate given the scope of the proposal, the public issues expressed, and the Purpose and Need for action.

Environmentally preferable alternative(s)

Regulations implementing NEPA require agencies to specify “the alternative or alternatives which are considered to be environmentally preferable” (40 CFR 1505.2(b)). The environmentally preferable alternative causes the least harm to the biological and physical environments and best protects, preserves, and enhances historical, cultural, and natural resources (36 CFR 220.3). Based on the description of the alternatives considered in detail in the FEIS and in this ROD, I have determined Alternative 3 best meets the goals of Section 101 of the NEPA, and is, therefore, the environmentally preferable alternative for this proposed federal action.

National Forest Management Act (NFMA)

The Beaverhead-Deerlodge National Forest Revised Plan was approved in January of 2009 and provides integrated guidance for all natural resource management activities as required by the National Forest Management Act of 1976. The Revised Forest Plan established goals and management direction for the entire Forest and identified standards for resource protection. I have determined, through the Interdisciplinary Team process, this project is responsive to applicable current laws and regulations guiding the planning and management of National Forest System lands.

Endangered Species Act

The Endangered Species Act (ESA) creates an affirmative obligation “...that all federal departments and agencies shall seek to conserve endangered and threatened species” of fish, wildlife, and plants.

A Biological Assessment (BA) was prepared for the threatened gray wolf and submitted to the USFWS in May 2008. The BA concludes the effects of implementing the 2009 Revised Forest Plan, including the Travel Management Direction which this decision enacts “may affect not likely to adversely affect”. The USFWS issued a Biological Opinion on the gray wolf on September 23, 2008 (USDI FWS 2008a). In the opinion, the USFWS concluded the Revised Forest Plan would not likely jeopardize the continued existence of gray wolf. The opinion also provides an incidental take statement which specifies the impact of any incidental taking of wolves. It also provides reasonable and prudent measures that are necessary to minimize the impacts of the take and sets forth terms and conditions which must be complied with in order to implement the reasonable and prudent measures.

A BA was also prepared for the threatened bull trout and submitted to the USFWS in March 2008. The BA concludes the effects of implementing the 2009 Revised Forest Plan, including the Travel Management Direction which this decision enacts, may affect, likely to adversely affect” bull trout. This determination was made because adverse effects to bull trout may occur as a direct or indirect result, of actions authorized by the Plan. December 19, 2008 the USFWS issued a

Biological Opinion with no terms and conditions identified. The Service concluded: “After reviewing the current status of bull trout, the environmental baseline for the action area, the effects of the proposed actions, and the cumulative effects, it is the Service’s biological opinion that the actions as proposed, are not likely to jeopardize the continued existence of bull trout and that its critical habitat will not be destroyed or adversely modified. This conclusion is based on the magnitude of the proposed action’s effects on bull trout within Rock Creek and Upper Clark Fork core areas, and in turn, as those effects relate to the reproduction, distribution, and abundance of the species.”

Concerning grizzly bears, in accordance with the law, regulation, and policy in place at the time of the 2009 Revised Forest Plan decision, the bears were listed as a sensitive species on the BDNF and are treated as such in the Revised Plan (Appeal Record, Section_h_resource_sections\wildlife\2008-4-25_sensitive_species_letter). However, on September 21, 2009, the U.S. District Court for the District of Montana invalidated FWS’ delisting of the Yellowstone grizzly bear DPS, effectively reinstating the bears’ “threatened” status under the ESA. *Greater Yellowstone Coalition v. Servheen*, 07-cv-00134-WDM (D. Mont. Sept. 21, 2009). As a currently threatened species, ESA Section 7 compliance is required. On October 22, 2009, the BDNF completed the Biological Assessment for the Grizzly Bear (*Ursus arctos horribilis*) for the Beaverhead-Deerlodge Revised Forest Plan (2009), and submitted it to the USFWS for consultation. The BA concludes the effects of implementing the 2009 Revised Forest Plan (including the Travel Management Direction described in this ROD), are as follows. “While motorized road and trail densities are low and site specific travel planning is expected to reduce open motorized road and trail mileage over the life of the Forest Plan, there will still be potential impacts to bears from motorized use. This May Affect but Not Likely Adversely Affect grizzly bears in the three landscapes encompassed by the Grizzly Bear Conservation Strategy Area.” Section 7(d) of the ESA provides that after initiation of consultation the Federal agency shall not make any irreversible or irretrievable commitment of resources with respect to agency actions that have the effect of foreclosing the formulation or implementation of any reasonable and prudent alternative measures, 16 U.S.C. 1536(d). This decision closes certain routes and areas of the Forest to motorized and/or mechanized use. By so doing, it provides for less potential conflict with grizzly bears and greater secure habitat. In addition, this closure decision makes no irreversible or irretrievable commitment of resources. Furthermore, with the BA conclusion of “not likely to adversely affect” reasonable and prudent alternatives would not be provided in Section 7(d) consultation. As such, this decision does not have an effect on or foreclose the formulation of any potential reasonable and prudent measures that the USFWS may identify. Moreover, it does not make any irreversible or irretrievable commitments of resources during the pendency of consultation on the grizzly bear.

I have determined this decision complies with the Endangered Species Act.

National Historic Preservation Act

In accordance with the provisions of the National Historic Preservation Act (NHPA), the Montana State Historic Preservation Office was provided opportunity to comment on both the draft and final EIS for the Beaverhead Deerlodge Land and Resource Management Plan. Comments received were then addressed and incorporated into the 2009 Revised Forest Plan. With respect to Forest Plan Travel Management Direction, analysis was conducted following draft policy for

NHPA Compliance in travel management (USDA Forest Service 2005) and the decision to administratively close routes and areas will not have the potential to cause negative or adverse effects to historic properties.

Invasive Species (Executive Order 13112)

Executive Order 13112 directs that federal agencies may not authorize any activities that would increase the spread of invasive species. This decision enacts direction that will prevent, reduce, or eliminate infestations of non-native or noxious weed species through motorized uses.

Environmental Justice (Executive Order 12898)

As required by the Executive Order, all federal actions will consider potentially disproportionate effects on minority or low-income communities. Potential impacts or changes to low-income or minority communities within the study area, due to the proposed action, must be considered. Where possible, measures should be taken to avoid negative impacts to these communities or mitigate adverse effects. As highlighted in the Social and Economic Environmental section of the FEIS, the risk of disproportionate effects on minority or low income populations was evaluated by looking at whether alternatives decrease employment or labor income as a whole, or in particular sectors of the economy. There is no evidence the level of economic or environmental risk would be disproportionately placed on low income or minority populations in communities where employment opportunities and workers are located. The Agency considered all input from people or groups regardless of race, income status, or other social and economic characteristics.

I have determined, from the analysis in the FEIS, this decision complies with Executive Order 12898.

Equal Employment Opportunity, Effects on Minorities, Women

The FEIS describes the effects of economic and social factors. This decision will not have a disproportionate impact on any minority or low-income communities. I have determined this action will not differentially affect the civil rights of any citizens, especially women and minorities.

Additional Laws and Regulations

My decision is in compliance with other laws and regulations. State water and air quality standards will be met. Floodplains and wetlands within the project area will be protected from adverse impacts.

Implementation

The decisions identified in this Record of Decision will be implemented as soon as allowable following opportunities for review and appeal.

Review and Appeal Opportunities

This decision is subject to appeal pursuant to 36 CFR 215.11. A written appeal must be submitted within 45 days following the publication date of the legal notice of this decision in the Montana Standard newspaper, Butte, Montana. It is the responsibility of the appellant to ensure their appeal is received in a timely manner. The publication date of the legal notice of the decision in the newspaper of record is the *exclusive* means for calculating the time to file an appeal. Appellants should not rely on date or timeframe information provided by any other source.

Paper appeals must be submitted to:

USDA Forest Service, Northern Region
ATTN: Appeal Deciding Officer
P.O. Box 7669
Missoula, MT 59807

OR

USDA Forest Service, Northern Region
ATTN: Appeal Deciding Officer
200 East Broadway
Missoula, MT 59802

Office hours: 7:30 a.m. to 4:00 p.m.

Electronic appeals must be submitted to:

appeals-northern-regional-office@fs.fed.us

Faxed appeals must be submitted to:

Fax: (406) 329-3411

In electronic appeals, the subject line should contain the name of the project being appealed. An automated response will confirm your electronic appeal has been received. Electronic appeals must be submitted in MS Word, Word Perfect, or Rich Text Format (RTF).

It is the appellant's responsibility to provide sufficient project- or activity-specific evidence and rationale, focusing on the decision, to show why my decision should be reversed. The appeal must be filed with the Appeal Deciding Officer in writing. At a minimum, the appeal must meet the content requirements of 36 CFR 215.14, and include the following information:

- The appellant's name and address, with a telephone number, if available;
- A signature, or other verification of authorship upon request (a scanned signature for electronic mail may be filed with the appeal);

- When multiple names are listed on an appeal, identification of the lead appellant and verification of the identity of the lead appellant upon request;
- The name of the project or activity for which the decision was made, the name and title of the Responsible Official, and the date of the decision;
- The regulation under which the appeal is being filed, when there is an option to appeal under either 36 CFR 215 or 36 CFR 251, subpart C;
- Any specific change(s) in the decision that the appellant seeks and rationale for those changes;
- Any portion(s) of the decision with which the appellant disagrees, and explanation for the disagreement;
- Why the appellant believes the Responsible Official's decision failed to consider the comments; and
- How the appellant believes the decision specifically violates law, regulation, or policy.

“If an appeal is received on this project there may be informal resolution meetings and/or conference calls between the Responsible Official and the appellant. These discussions would take place within 15 days after the closing date for filing an appeal. All such meetings are open to the public. If you are interested in attending any informal resolution discussions, please contact the Responsible Official or monitor the following website for postings about current appeals in the Northern Region of the Forest Service: http://www.fs.fed.us/r1/projects/appeal_index.shtml.

Contacts

The planning records contain detailed information and data used in preparation of the Revised Forest Plan and EIS and in selecting Modified Alternative 6 for implementation. For more information, contact:

Peri Suenram, Planning Staff Officer
Beaverhead-Deerlodge National Forest
420 Barrett Street
Dillon, MT 59725

/s/ David R. Myers

DAVE MYERS

Forest Supervisor, Beaverhead-Deerlodge National Forest

2/12/10

Date

Appendix A

Specific routes closed by Landscape (see FEIS pages 372-399):

Landscape	Road Name / Number	Miles Closed	Landscape	Trail Name / Number	Miles Closed
Big Hole	2490	1.51	Big Hole	Unauthorized Routes	3.55
Big Hole	71205	4.05	Big Hole	R010201427	2.41
Big Hole	71206	2.12	Big Hole	R010202037	0.13
Big Hole	7322	2.16	Big Hole	R010202126	2.73
Big Hole	7325	5.85	Big Hole	R010202127	2.92
Big Hole	7328	2.08	Big Hole	R010202128	2.51
Big Hole	7363	1.35	Big Hole	R010202129	2.14
Big Hole	Unauthorized Routes	0.57	Big Hole	R010202130	2.75
Big Hole	UR04S16W18-01	0.07	Big Hole	R010202131	1.12
Big Hole	UR04S17W14-01	0.20	Big Hole	R010202132	2.52
Big Hole Total		19.95	Big Hole	R010202177	1.69
Boulder River	1562	0.62	Big Hole	R010202742	0.50
Boulder River	1572	0.52	Big Hole	R010203009	10.04
Boulder River	5032	0.83	Big Hole	R010203066	8.58
Boulder River	8790	0.30	Big Hole	R010203087	5.31
Boulder River	9306	0.19	Big Hole	R010203101.1	1.03
Boulder River	Unauthorized Routes	1.68	Big Hole	R010203102	8.13
Boulder River Total		4.14	Big Hole	R010203103	5.69
Clark Fork - Flints	5182	2.40	Big Hole	R010203113	1.87
Clark Fork - Flints	676	0.40	Big Hole	R010203151	1.58
Clark Fork - Flints	705	0.04	Big Hole	R010203172	1.84
Clark Fork - Flints	78596	0.16	Big Hole	R010203185	0.86

Record of Decision Enacting Forest Plan Travel Management Direction for Certain Areas of the BDNF

Landscape	Road Name / Number	Miles Closed	Landscape	Trail Name / Number	Miles Closed
Clark Fork - Flints	9363	0.53	Big Hole	R010203372	1.32
Clark Fork - Flints	Unauthorized Routes	0.02	Big Hole	R010203374	1.77
Clark Fork - Flints Total		3.56	Big Hole	R010203376	5.13
Gravelly	1216	1.08	Big Hole Total		78.12
Gravelly	30_?	0.08	Boulder River	66	1.67
Gravelly	71823	0.79	Boulder River	Unauthorized Routes	2.81
Gravelly	952	0.62	Boulder River Total		4.47
Gravelly	9650	2.27	Clark Fork - Flints	Unauthorized Routes	1.52
Gravelly	9651	2.67	Clark Fork - Flints	R010208032	1.31
Gravelly	9656	2.71	Clark Fork - Flints	R010208037	0.74
Gravelly	9657	0.67	Clark Fork - Flints	R010208045	3.69
Gravelly	9660	1.18	Clark Fork - Flints	R010208056	2.67
Gravelly	9660A	0.23	Clark Fork - Flints	R010208059	3.07
Gravelly	9661	1.80	Clark Fork - Flints	R010208062	0.98
Gravelly	9662	0.75	Clark Fork - Flints	R010208130	2.12
Gravelly	9663	3.33	Clark Fork - Flints	R010208139	2.21
Gravelly	9664	1.71	Clark Fork - Flints	R010208141	0.59
Gravelly	9665	1.24	Clark Fork - Flints	R010208145	0.87
Gravelly	Unauthorized Routes	0.85	Clark Fork - Flints Total		19.75
Gravelly Total		21.99	Gravelly	R010206035	1.93
Jefferson River	417	0.40	Gravelly	R010206413	2.53
Jefferson River	8514	0.86	Gravelly Total		4.45
Jefferson River	Unauthorized Routes	6.49	Jefferson River	Unauthorized Routes	4.26
Jefferson River Total		7.75	Jefferson River Total		4.26
Lima Tendoy	3922	0.04	Lima Tendoy	Unauthorized Routes	12.74
Lima Tendoy	3937	0.41	Lima Tendoy	R010201032	1.20

Record of Decision Enacting Forest Plan Travel Management Direction for Certain Areas of the BDNF

Landscape	Road Name / Number	Miles Closed	Landscape	Trail Name / Number	Miles Closed
Lima Tendoy	70018	0.62	Lima Tendoy	R010201082.2	3.39
Lima Tendoy	70024	0.71	Lima Tendoy	R010201148	0.06
Lima Tendoy	70028	1.20	Lima Tendoy	R010201194	2.77
Lima Tendoy	70029	0.78	Lima Tendoy	R010201427	4.36
Lima Tendoy	70030	0.21	Lima Tendoy	R0102016666.66	0.06
Lima Tendoy	70049	0.66	Lima Tendoy Total		24.59
Lima Tendoy	70085	0.52	Pioneer	7407	1.62
Lima Tendoy	70086	0.11	Pioneer	Unauthorized Routes	6.64
Lima Tendoy	70087	0.11	Pioneer	R010201070	0.53
Lima Tendoy	70088	0.13	Pioneer	R010201104	2.27
Lima Tendoy	70089	2.50	Pioneer	R0102011111.12	0.66
Lima Tendoy	70103	1.13	Pioneer	R010201425	0.90
Lima Tendoy	70123	0.75	Pioneer	R010202002	5.99
Lima Tendoy	7353	0.79	Pioneer	R010202043	3.85
Lima Tendoy	7354	0.49	Pioneer	R010202056	5.13
Lima Tendoy	946	0.80	Pioneer	R010202152	0.97
Lima Tendoy	Unauthorized Routes	22.98	Pioneer	R010202752	1.00
Lima Tendoy Total		34.94	Pioneer	R010202753	0.02
Madison	327	0.16	Pioneer	R010203096	0.49
Madison Total		0.16	Pioneer	R010203100	1.38
Pioneer	70654	0.43	Pioneer	R010203197	0.02
Pioneer	7426	0.16	Pioneer	R010203259	0.02
Pioneer	Unauthorized Routes	4.02	Pioneer Total		31.48
Pioneer	UR01N13W12-01	0.34	Upper Clark Fork	Unauthorized Routes	3.66
Pioneer	UR01N13W12-02	2.41	Upper Clark Fork Total		3.66
Pioneer	UR02S10W02-02	0.20	Upper Rock Creek	Unauthorized Routes	3.28

Record of Decision Enacting Forest Plan Travel Management Direction for Certain Areas of the BDNF

Landscape	Road Name / Number	Miles Closed	Landscape	Trail Name / Number	Miles Closed
Pioneer Total		7.56	Upper Rock Creek	R010208010	1.90
Tobacco Roots	9373	0.12	Upper Rock Creek	R010208011	2.34
Tobacco Roots Total		0.12	Upper Rock Creek	R010208017	5.01
Upper Clark Fork	78055	0.64	Upper Rock Creek	R010208017A	0.49
Upper Clark Fork	78057	0.48	Upper Rock Creek	R010208129	0.64
Upper Clark Fork	9305	0.57	Upper Rock Creek	R010208313.2	0.62
Upper Clark Fork Total		1.69	Upper Rock Creek Total		14.28
Upper Rock Creek	5110	0.02	Grand Total		185.06
Upper Rock Creek	Unauthorized Routes	0.12			
Upper Rock Creek	R010208011	4.98			
Upper Rock Creek Total		5.12			
Grand Total		106.97			

FOREST PLAN INTERIM ROADS AND TRAILS INVENTORY

