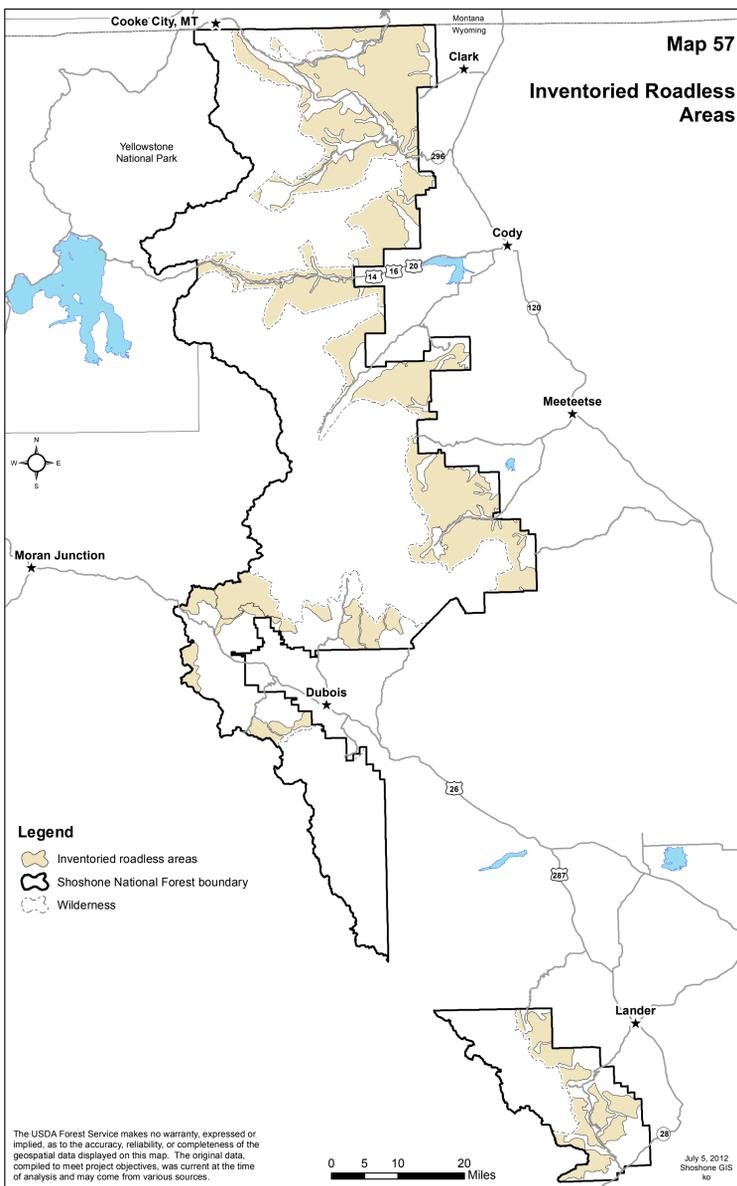


INVENTORIED ROADLESS AREAS



INVENTORIED ROADLESS AREAS

The Roadless Area Conservation Rule (Roadless Rule) (36 CFR Part 295) was published January 12, 2001. A final environmental impact statement for the Roadless Rule was published in November 2000, included a map of inventoried roadless areas. The Roadless Rule prohibits road construction and road reconstruction in inventoried roadless areas with some exceptions. The rule also prohibits cutting, sale, and removal of timber in inventoried roadless areas with some exceptions. On the Shoshone, there are 684,000 acres of inventoried roadless areas that are covered by the Roadless Rule.

Throughout the revision process there have been various court proceedings and rulings that have resulted in the Roadless Rule being applicable and not applicable. Currently, the alternatives include a range of proposals, some of which are consistent with the Roadless Rule and some of which are inconsistent. This is allowed in the analysis process to address a major public issue or management concern. Currently, the Roadless Rule is in effect and any final decision on plan direction will be consistent with the Rule.

CONSISTENCY WITH THE ROADLESS RULE

Each alternative assigns a management area or combination of management areas to the 684,000 acres of inventoried roadless areas. Management area consistency with the Roadless Rule can be classified in one of three ways: 1) they are **consistent** and generally do not allow road building and tree cutting; 2) they **can be consistent** in that they allow limited tree cutting and road building but those activities are incidental to meeting desired conditions and can be deferred; and 3) they are **generally not consistent** in that they require tree cutting and road building in order to meet desired conditions. These pie charts display how consistent the management area allocations are to the Roadless Rule for the inventoried roadless areas in each alternative.

ALTERNATIVE A VERSUS ALTERNATIVE B

Alternative A plan direction is not consistent with the Roadless Rule. Currently, only projects consistent with the Roadless Rule are being implemented. For the purposes of this analysis, alternative A is being analyzed as it currently exists. If the no-action alternative is selected as the preferred alternative in the final environmental impact statement it would need to be adjusted to be consistent with the Roadless Rule. Alternative B is designed to be consistent with the Roadless Rule. Alternative B allocates some lands to management area 3.5, back country recreation and forest restoration. This emphasizes timber harvest in roadless areas consistent with the Roadless Rule exemptions that allow vegetation management for some specific purposes.

OTHER ALTERNATIVES

Alternatives C and D are designed to be consistent with the Roadless Rule. Alternatives E and F allocate inventoried roadless areas to management areas where it is not possible to meet management area direction or the Roadless Rule direction over the long term.

