



United States  
Department of  
Agriculture

# Record of Decision

## Travel Planning and OHV Route Designation

### Salmon-Challis National Forest

Lemhi, Custer, and Butte Counties of  
Idaho



Forest  
Service

September 2009



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## INTRODUCTION

This Record of Decision (ROD) documents my selection of designated roads, motor vehicle trails and areas for public motor vehicle use on the Salmon-Challis National Forest (SCNF) to comply with the Travel Management Rule (36 CFR Parts 212, 251, 261, and 295 “*Travel Management; Designated Routes and Areas for Motor Vehicle Use*”, Federal Register 2005: 70 FR 68264). The management options selected in this decision replace two existing Travel Plans, one for the Salmon National Forest (1988) and one for the Challis National Forest (1994), which are not consistent with the requirements of these regulations. My decision does not include over-snow travel, and existing management direction for winter use is retained.

The area affected by this proposal is the entire SCNF excluding the portion of the Forest within the Frank Church River of No Return Wilderness Area, which is congressionally designated as non-motorized. Six ranger districts are within the project area, which is slightly more than 3.1 million acres. The SCNF is in central, Idaho, in Butte, Custer and Lemhi counties.

A Draft Environmental Impact Statement (DEIS) was issued for public review in August of 2008. The Final Environmental Impact Statement (FEIS), a summary of the FEIS, and this ROD are being released concurrently. Copies of these documents are available at the Salmon-Challis National Forest Supervisor’s Office, 1206 South Challis Street, Salmon, ID 83467, (telephone: 208-756-5100) and at all ranger district offices on the SCNF. These documents are also posted on the Forest website at <http://www.fs.fed.us/r4/sc/recreation/Travel%20Plan/index.shtml>.

This ROD provides information about the project area, the purpose and need for the project, public involvement, issues analyzed, and the alternatives considered. Most important, it is a summary of the management options I have selected and the factors I considered in making my decision. Also documented are findings required by laws, regulations, and policies, as well as information about the appeal process and implementation of this decision.

## BACKGROUND

In 2005, the Secretary of Agriculture completed a national rule through a public rule-making process that provides a mechanism for every National Forest across the United States to complete a Motor Vehicle Use Map (MVUM) that designates a system of roads, trails, and areas for motor vehicle use.

Designations for roads and motor vehicle trails are made by class of vehicle and, if appropriate, by time of year and are displayed on the MVUM. Agency direction prescribes standards for preparation of the MVUM, and these maps are to be used in conjunction with Forest Visitor Maps that contain further information about streams, geographic features, and land ownership.

With minor exceptions, the Travel Management Rule prohibits motor vehicle use off the designated system, as well as use of motor vehicles on routes and in areas inconsistent with the designation. The MVUM, scheduled for publication by the end of 2009, will be the primary tool to determine compliance with, and enforcement of, motorized vehicle use designations on the SCNF. Roads, trails and areas not designated as open on the MVUM will be legally closed to motor vehicle use.

## PURPOSE AND NEED

The purpose and need for this action is to designate a system of roads, trails, and areas open for public motor vehicle use on the SCNF that complies with the Travel Management Rule and addresses current

and anticipated recreation needs, provides a variety of recreation access opportunities, considers management concerns (such as public safety, maintenance costs, and consistency with adjoining public lands), reduces impacts to forest resources, recognizes reserved or outstanding rights, and reduces conflicts between recreational uses.

Prior regulations for allowing, restricting, or prohibiting motor vehicle travel were made when off-highway vehicles (OHVs) were less widely available, less powerful, and less capable of cross-country travel than today's models. The growing popularity and capabilities of OHVs necessitated these new regulations so the Forest Service could continue to provide motorized recreation opportunities while sustaining the health of National Forest System lands and resources. The magnitude and intensity of motor vehicle use have increased to the point that the intent of the prior regulations (Executive Orders 11644 and 11989) could not be met while still allowing unrestricted cross-country travel, therefore a designated and managed system of roads, trails, and areas for motor vehicle use is needed.

SCNF specialists and the public identified a variety of issues and resource concerns during the travel planning process including impacts to Recommended Wilderness Areas and Roadless Areas from motorized uses, conflicts between recreation uses, impacts to fish, wildlife, soils, water quality, cultural resources, and the spread of noxious weeds from cross-country motorized travel and unauthorized use of roads and trails. Nearly a million acres were open to cross-country motorized travel under previous SCNF travel plans and about 2,700 miles of *known* unauthorized routes have been inventoried on the Forest.

## ENVIRONMENTAL ISSUES CONSIDERED

Issues developed through scoping reflect respondents' concerns about the environmental, cultural, economic, and social impacts that may result from travel planning and OHV designation on the SCNF. Combining public and agency responses with Forest Service knowledge of the resources within the project area, the following issues related to travel management planning generated the alternatives, project design features and monitoring described in Chapter 1 of the FEIS along with the indicators used to measure effects (FEIS pp. 1.17-1.20). Chapter 3 provides an in-depth analysis of each issue by resource.

### **Recreation** (FEIS pp. 3.1-3.16)

- Concern about motorized recreation opportunities.
- Concern about non-motorized recreation opportunities.

### **Cultural Resources** (FEIS pp. 3.92-3.107)

- Concern about protection of archaeological sites and traditional cultural properties and practices.

### **Recommended Wilderness Areas and Idaho Roadless Areas** (FEIS pp 3.16-3.26)

- Concern about impacts of motorized uses to wilderness attributes and roadless characteristics.

### **Fisheries** (FEIS pp. 3.64-3.85) **and Water Resources** (FEIS pp. 3.26-3.48)

- Concern about impacts to streams, fisheries and water quality from motorized uses.

The following issue categories were analyzed in depth in the FEIS but did not shape the formulation of alternatives or there were no significant effects associated with the proposals or both. These issue categories are analyzed in depth in Chapter 3 of the FEIS.

- Soil Resources (FEIS pp. 3.48-3.63)
- Noxious Weeds (FEIS pp. 3.85-3.91)
- Sensitive Plants (FEIS pp. 3.139-3.156)
- Social and Economic Resources (FEIS pp. 3.156-3.177)
- Wildlife (FEIS pp. 3.107-3.138)
- Road Maintenance and Sustainability of Use (FEIS pp. 3.177-3.184)

## CONSIDERATION OF ISSUES AND PUBLIC COMMENT

During the travel planning process I gained an increased understanding and appreciation for the complexities and controversy surrounding travel management on the SCNF. I knew the preparation of this plan would be contentious due to competing and polarized public opinions and because of the significant change from current use required by the Travel Management Rule.

The transition to a designated system of open routes has been particularly controversial in local communities where the focus has been on change from current travel plans which provide few route designations and allow cross country travel on nearly one million of the 3.1 million acres of Forest analyzed in the FEIS. While the change in the way this new travel plan is structured is significant, the terrain and vegetation of the Forest greatly limits the physical ability to travel cross-country within much of the million acres and most travel follows known routes. I encouraged concerned individuals to become involved in the process by providing specific input on routes they wanted designated within these areas rather than lament the change.

This is a National Forest and all citizens, organizations and agencies have an equal opportunity to provide comments. I greatly appreciate those people and entities who took the time to understand the process and provide comments on the DEIS. Public comments clearly expressed the deeply divided opinions of individuals and groups interested in the Forest's proposal. Many comments expressed a strong desire to "leave things the way they are" and not change current management out of concern for the loss of cross-country travel. On the other end of the spectrum, many comments requested the designation of fewer motorized routes to provide greater natural and cultural resource protection and to maintain wilderness characteristics in Recommended Wilderness Areas and Roadless Areas on the Forest. With no consensus among those who commented, I looked for substantive comments and recommendations on specific environmental and social issues.

I considered all public comments and resource and social issues identified during the planning process and strived to achieve a balance between the various motorized and non-motorized uses on the SCNF. I focused on finding a mix of motorized and non-motorized recreation opportunities to respond to these diverse interests while minimizing impacts to natural and cultural resources.

In making my decision, I considered the purpose and need, environmental and social issues, consistency with the Forest Plan and the requirements of other laws, regulations and policies. I carefully evaluated the environmental impacts of the alternatives, focusing on the issues to balance trade-offs between beneficial and adverse effects and the preferences of diverse publics.

## DETAILED DESCRIPTION OF THE DECISION AND RATIONALE

After thorough review of Tribal, cooperator, agency and public comments and analysis in the SCNF Travel Planning and OHV Route Designation FEIS, I have decided to implement Alternative 5 as described in the FEIS with specific modifications. Throughout the remainder of this Record of Decision, Alternative 5 with the modifications described is referred to as the Selected Alternative. The specific route modifications described below are in Appendix A of this Record of Decision

### SELECTED ALTERNATIVE

The Selected Alternative is displayed by Ranger District on maps accompanying this document. Errors were identified on the Middle Fork Map after it was printed; therefore an errata map displaying the spur routes for accessing designated dispersed campsites off the Beaver Creek Road (FSR 40008), Swamp Creek Road (40195), Lola Creek Road (40083) and Stanley Landmark Road (40579) are also included. All routes designated in the Selected Alternative, the mileage of each route, the vehicle type allowed on each route and the seasonal open period are displayed by Ranger District in Appendix B of this Record of Decision. There are six seasonal open periods for use of roads and trails in the Selected Alternative described in Appendix B.

**Roads and Motorized Trails:** The Selected Alternative designates 2,665 miles of roads and 866 miles of motorized trails for a total of 3,531 miles of motorized routes Forest-wide. The result of the modifications is a decrease of 4.67 miles of roads and an increase of 1.49 miles motorized trails compared to Alternative 5.

**Motorized Access for Dispersed Camping:** Limited motor vehicle use for dispersed camping would be allowed to access dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of either side of most designated system roads and motorized trails *where slope, topography, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage*. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond, or lake to provide streambank and water quality protection. Some designated Forest routes occur within 30 feet of a stream, lake, or pond. Traveling on these routes is acceptable; however, traveling off these routes for the purpose of accessing dispersed campsites is not acceptable.

I have decided to reduce the distance for motor vehicle use for dispersed camping on most motorized trails designated for vehicles 50" wide or less (ATV's and motorcycles) from 300 feet, as analyzed in Alternative 5, to 100 feet. I reduced the distance to 100 feet on either side of most motor vehicle trails with the belief that trail vehicles, being smaller, lighter, and having correspondingly smaller, lighter loads, do not necessarily need to drive as far to access dispersed camping sites.

As a result of modifying the distance from 300 feet to 100 feet in the designation of motor vehicle trails for vehicles 50" wide or less, the acres of motorized access for dispersed camping will decrease from 116,748 acres proposed in Alternative 5 to 106,641 acres in this decision. Dispersed camping off all roads and trails, when accessed by foot, horse, or other non-motorized travel is not restricted or designated. Dispersed camping is allowed on most areas of the Forest, except for the areas listed below, as long as cultural and natural resources are not damaged. My decision does not reduce dispersed camping; it designates distances off roads and motorized trails where vehicle use is allowed to access dispersed camping. Any changes to dispersed camping allowances will be apparent in annual updates of the MVUM.

**Designated Dispersed Campsites:** Alternative 5 considered eight high-use areas where motorized access for dispersed camping off designated routes is a concern. These areas were field-reviewed in the fall of 2008 and summer of 2009, after the release of the DEIS. A proliferation of unauthorized routes off Forest system roads and trails has adversely impacted cultural and natural resources in these high-use areas. These areas are Sawmill Canyon, Antelope, Wildhorse, Pass Creek, and the North Fork Big Lost River areas of the Lost River Ranger District, and the Thatcher Creek, Beaver Creek, and Cape Horn areas of the Middle Fork Ranger District. Designated dispersed camping areas will be displayed on the MVUM and signed on the ground.

As the Forest begins to implement travel planning, monitoring of dispersed campsites will occur along designated open roads and motor vehicle trails. Restrictions to areas open to dispersed camping use may occur if damage to resources from unexpected natural events or by motorized vehicle access occurs. Over time the Forest could designate more specific dispersed camping sites and restrict access within the 300-foot and 100-foot distances along designated routes

**Routes in a Research Natural Area:** During analysis the IDT identified a route composed of four segments in Alternative 5 that would encroach into the Sheep Mountain Research Natural Area on the Lost River Ranger District. As a result, routes 40450, U80-27, U55-01A and U55-01D are not designated for public motor vehicle use and therefore are not part of this decision.

**Routes Connecting with Adjacent Public Lands:** Two routes not proposed for designation in Alternative 5 are included in my decision. Route 40263 (0.23 mile) and 40265 (0.38 mile) analyzed as roads in Alternative 2 (the Revised Proposed Action) in the DEIS will be designated as motorized trails for ATV and motorcycle use in this decision. These two routes are on the Challis-Yankee Fork Ranger District located between the Keystone Road and the Forest Service/BLM boundary and provide an important connection to the Land of the Yankee Fork Interpretive Center.

**Staged Opening after Further Analysis:** The analysis for designation of the entire road and motorized trail system for the SCNF incorporates the best available information for each route from inventories, resource specialist knowledge, and the public. Some previously unauthorized routes selected for designation in this decision have not been fully evaluated on the ground for potential safety, resource, and/or cultural concerns. Recognizing this, my decision to designate previously unauthorized routes (identified with the letter "U", such as U252211A) is contingent on successful completion of safety, resource, and cultural surveys. Until surveys are complete, these routes will not be designated for public motor vehicle use on the MVUM. Some routes may not be designated if identified concerns cannot be mitigated through monitoring or avoidance. As a result of surveys and analysis complete at this time, 16 routes totaling 3.69 miles that were included in Alternative 5, will not be designated on the MVUM. Also, 18 routes that allow limited motor vehicle use for dispersed camping in Alternative 5 will not be designated in my decision to mitigate resource concerns. A list of all routes designated in my decision is included in Appendix B of this document.

**Corrections and Unnecessary Designations:** Continued review of the route data to create the MVUM identified some routes that do not require designation or that were incorrectly proposed for designation. Examples are proposed designation of camping spurs within a campground which is not necessary; designation of a single campground road when multiple roads (loops) should be designated; designating a trailhead (transition of a road to a trail) at the wrong point; designating routes that only provide access to private land; and minor corrections of route length. These corrections and unnecessary designations are displayed in Appendix A of this Record of Decision.

Alternative 5 also proposed to designate 29 short route segments on the Lost River Ranger District for the purpose of dispersed camping. These routes are within 300 feet of designated roads where limited

motor vehicle use for dispersed camping is already part of the designation; therefore these routes are not part of my decision.

#### **OTHER FACTORS CONSIDERED IN THE DECISION:**

The analysis leading to this decision has drawn specific attention to components of Alternative 5 that have not been modified and are part of the Selected Alternative that I want to emphasize.

**Game Retrieval:** My decision does not allow motorized travel off designated routes for the purpose of game retrieval. Motor vehicles must stay on designated routes when game is retrieved.

The Idaho Department of Fish and Game (IDFG), which has legal responsibility for management and regulation of big game on NFS lands, commented on the proposed SCNF Travel Plan and encouraged the prohibition of cross-country motorized travel and the prohibition of motorized travel off designated routes for game retrieval.

According to IDFG 2009 Big Game rules,

“Motor vehicles, from pickups and SUVs to motorcycles and ATVs, have changed hunting, and some of these changes have created challenges for hunters, land managers and wildlife.”

The IDFG rules provide information and rationale in support of their recommendation. The publication states:

“Wisely managing roads, trails and motor vehicles will yield more old bucks and bulls, permit more hunting opportunity, allow longer seasons, decrease erosion, reduce conflicts, reduce damage to habitat and the spread of noxious weeds, and best of all it will make hunting better.”

The rules also state:

“Cross-country travel with motor vehicles can create a network of new travel ways that cause erosion, spread noxious weeds, and damage fish and wildlife habitats. Much of this cross-country travel occurs during the hunting season. To reduce these impacts, Idaho’s land and wildlife managers ask all hunters using motorized vehicles to stay on roads and trails and use designated routes where they are established. Do not travel cross-country with a motor vehicle.”

While the decision related to motorized big game retrieval rests with me, I recognize IDFG rules share many objectives of the Travel Rule, and both complement each other to protect and enhance resource values. I agree with the IDFG recommendation and have incorporated the prohibition on motorized game retrieval into my decision.

**Parking:** Parking is allowed as part of the designations of all motorized routes where it is safe to do so, where it does not cause resource damage, and where all parts of the vehicle are within one vehicle length of the road edge (proposed Washington Office Directive FSM 7716.1). Parking is also allowed in attendant facilities such as trail heads, short dead-end road segments leading to gates, pull-offs, turn-outs, and other terminal facilities. Parking is not acceptable on steep cut and fill slopes, within 30 feet of a stream, pond or lake, in wet meadows, and in other locations that may be signed prohibiting parking (FEIS p. 2.27).

**Salmon River Road:** Management options for the Salmon River Road are not changed from Alternative 5 for the Selected Alternative.

As part of route designation, this alternative allows limited use of motor vehicles within 300-feet of either side of the Salmon River Road and six intersecting access routes for the purpose of dispersed camping, where slope, topography, vegetation and resource conditions are suitable.

Designated routes off the Salmon River Road where limited use of motor vehicles for dispersed camping may occur are the Newland Picnic Area Road, the Dump Creek gated dispersed area road, Cadagan Road, Cove Creek Helispot Road, Cove Creek Boating Site Road, Cache Bar launch area and campsites road. No motorized access for dispersed camping is available at the Newland Administrative Site, the Newland Dumpsite, and Indianola.

Limited use of motor vehicles within 300-feet on either side of the Salmon River Road, from North Fork to mile 28.7 are designated for dispersed camping only, where such use does not cause unacceptable resource damage. No motorized access for dispersed camping is allowed from mile 28.7 to mile 32.9 (bottom end of the Clam Hole). Limited use of motor vehicles within 300-feet on either side of the Salmon River Road from mile 32.9 to Corn Creek (at the campground entrance) is designated for dispersed camping only, where such use does not cause unacceptable resource damage. No motorized access for dispersed camping or vehicle parking for dispersed camping are allowed within 30 feet of the Salmon River or its tributaries to provide streambank and water quality protection. In some locations, the Salmon River Road is within 30 feet of the Salmon River. In these locations, no motorized off-road travel for the purpose of dispersed camping is allowed.

An approximate 5-acre open area at the Cadagan dispersed campsite is also designated for motorized access for the purpose of dispersed camping. The area is a large open field between the Salmon River and the Salmon River Road. Campers may drive their motor vehicles within the designated area for the purpose of dispersed camping, but cannot drive their vehicles for any other purpose.

Parking is allowed as part of the designation of the Salmon River Road and the same stipulations discussed for other routes described above apply.

**Roadless Area Boundary Corrections in accordance with the Idaho Roadless Rule:** Analysis of the effects of Alternative 5 to Idaho Roadless Areas identified specific errors in the mapped boundaries of several Roadless Areas. The SCNF is pursuing boundary changes to 11 of 54 Idaho Roadless Areas (IRAs) following the Administrative Correction process defined in the Idaho Roadless Rule [(Federal Register 2008 73 FR 61492 subpart 294.22(c)]. The administrative correction process requires 30-day public notice and opportunity to comment that is separate from this decision. I anticipate the proposed correction will be announced in the Federal Register this fall. The analysis for this decision considered the effects on IRAs using current IRA boundaries. My decision does not designate any new system roads within IRAs and does not require the administrative correction in order to be implemented. The anticipated result of the administrative correction is that some current system roads and routes I am designating as OHV routes will no longer be in IRAs.

**Recommended Wilderness:** Wilderness advocates desire all motorized use to be eliminated in areas that have been recommended for Wilderness designation. The 1993 Challis Forest Land and Resource Management Plan Amendment 9 allows motorized use in certain areas and that motorized use is well established. Alternative 5 analyzed and my decision causes all of the previously authorized routes to be either the same mileage or less than is actually allowed in the Challis NF FLRMP amendment. The routes included in Amendment 9 are listed in Chapter 1 of the FEIS (p. 1.11) and the mileages designated in this decision are included in Appendix B of this Record of Decision.

**Continental Divide National Scenic Trail:** My decision allows for continued motorized use of some segments of the Continental Divide National Scenic Trail (CDNST) which were open to motorized use at the time the CDNST was designated. This is consistent with the National Parks and Recreation Act of

1978 (P.L. 95-625) which designated the CDNST, the Continental Divide National Scenic Trail Comprehensive Plan of 1985 and the Chief's letter of memorandum of July 3, 1997.

**Shoshone-Bannock Tribes Treaty Rights:** The Fort Bridger Treaty of 1868 retains for the Shoshone – Bannock Tribes off-reservation hunting and fishing rights on all public domain lands reserved for NFS purposes now administered by the SCNF. My decision will not interfere with Tribal members in exercising those rights. In my formal government to government consultation meeting with the Tribal Business Council on June 4, 2009, I committed to work with the Council to develop a mechanism for the Tribes to continue to exercise these off-Reservation Treaty rights in pursuit of traditional activities. During a July 27, 2009, staff-to-staff consultation, a mechanism was identified: When exercising off-reservation Treaty Rights, Tribal members must carry and present a valid Tribal identification card upon request by an authorized official.

**Salmon Forest Plan Modifications:** The Salmon National Forest LRMP allows editorial and other minor modifications without amending or revising the plan. Direction in the plan states: "Editorial and other minor modifications to [these] management requirements which do not alter their intent may be made without amending or revising the Forest Plan" (LRMP IV-4). Management requirements in the LRMP are presented as: Management Activities, General Direction Statements, and Standards and Guidelines (Salmon LRMP IV-4). Language in Section IV, Forest Management Direction Part B. Forest-wide Direction for Dispersed Recreation Management (page IV-17) stating "a. Display off-road vehicle restrictions in the Forest Travel Plan" is deleted. In accordance with the Travel Rule, the MVUM will be published yearly and will display where off-road vehicle use is allowed. This in effect, will show where off-road vehicle use is restricted and does not alter the intent of the Salmon National Forest LRMP.

Language in Section IV, Forest Management Direction Part B. Forest-wide Direction for Transportation System Management (page IV-62) stating "a. Specify off road vehicle restrictions based on OHV use management and display in the Forest Travel Plan" is deleted using the same rationale stated above. This same statement is also deleted from Management Area Direction on pages IV-99, 102, 105, 111, 114, 120, and 159.

**Challis Forest Plan Amendment:** The Challis National Forest LRMP does not include language allowing modifications to the plan that do not alter the intent therefore; the Challis LRMP would be amended to comply with the Travel Rule. I have determined that the amendment to change language in the plan is not significant and complies with agency directives (Forest Service Manual 1922.52 and Forest Service Handbook 1909.12 Section 5.32 under the 1982 Planning Rule) for determining significance of a plan amendment.

Changing language in the Challis Forest Plan does not significantly alter the multiple use goals and objectives for long-term management at the Forest level. There are no adjustments of management area boundaries or management area prescriptions associated with the project. Language to comply with the Travel Management Rule makes minor changes in Forest plan standards and guidelines and provides opportunities to maintain and improve off-road vehicle use on the Challis National Forest.

**Determination of Significance:** The following factors were considered to determine if the language changes to amend the Challis Forest Plan are significant or non-significant, based NFMA Planning requirements.

**Timing** - the later in the planning period, the less likely the amendment is to be significant. This amendment is occurring 15 years after the signing of the Forest Plan, so it is far into the current planning cycle and is therefore not considered a significant change.

Location and Size – the language changes will apply to the entire Challis National Forest, however the changes on the ground will be small in size. For example, current direction states: “Sign to clearly indicate whether an area or trail is open, closed or restricted to ORV use.” The language change will state: “Sign, to the extent possible to indicate if an area or trail is open to ORV use.” This is not a significant change to the Forest Plan language. The Motor Vehicle Use Map required by the Travel Management Rule will display the designated roads, motor vehicle trails and areas open for public recreation use and will be the primary tool to determine compliance with and enforcement of the Travel Plan.

Goals, Objectives, and Outputs – language changes to comply with the Travel Management Rule will not change the goals, objectives or outputs described in the Forest Plan.

Management Prescription – language changes to comply with the Travel Management Rule will not change the intent of relevant management direction described in the plan and in some cases will strengthen direction. For example, current language in the plan states: “Discourage ORV use on wetlands and riparian areas.” Amended language will state: “Prohibit ORV use on wetlands and riparian areas.”

Based on the review of these criteria, I have determined that this Forest Plan amendment is not significant.

The following Forest-wide Management Direction, and Standards and Guidelines described on pages IV-11 and IV-12 of the Challis LRMP are amended. Following is the current language from the Challis Forest Plan and the language to amend the plan as part of this decision.

**Forest-wide Direction** (Challis NF LRMP, page IV-11):

1. Recreation

***Current Direction***

b. Dispersed Sites

4) ORV closures should be adequately signed.

f. Off-Road Vehicles (Challis NF LRMP page IV-12)

1) Annually inventory high use ORV areas on the Forest, identifying areas of watershed damage.

4) Sign to clearly indicate if whether an area or trail is open, closed or restricted to ORV use.

5) Designate unrestricted ORV use areas, specific ORV travel routes, and promote public awareness and utilization through the Travel Plan.

9) Discourage ORV use on wetlands and riparian areas.

(The following two standards are added to the Forest Direction by Amendment 9)

14) On National Forest System lands where travel (motorized and/or mechanized) is restricted to designated routes only, off-route travel is limited to within 300 feet on either side of the designated routes and for the purposes of access to camping sites, retrieval of big game carcasses, or for fuelwood gathering; unless otherwise authorized by a properly executed Forest Service permit.

15) The Forest Travel Plan will be displayed on a map designed to be easily understood by the public.

### ***Amended Direction***

#### **b. Dispersed Sites**

4) Open trails will be signed, to the extent possible, to supplement the MVUM.

#### **f. Off-Road Vehicles**

1) Annually inventory high use areas where motorized access for dispersed camping is allowed to identify resource damage.

4) Sign, to the extent possible to indicate if an area or trail is open to ORV use.

5) Designated motorized routes (roads and trails) will be displayed annually on the Forest MVUM.

9) Prohibit ORV use on wetlands and riparian areas.

14) On National Forest System lands, off-route travel is limited to within 300 feet on either side of designated roads and within 100 feet of designated motor vehicle trails where access to dispersed camping is allowed and displayed on the MVUM; and where such use is practicable depending on slope and topography, for the purposes of access to dispersed camping sites unless otherwise authorized by a properly executed Forest Service permit. No motorized access for the retrieval of big game carcasses will be allowed.

### ***Other Components of the Decision***

My decision incorporates:

- Previous travel management decisions made through other National Environmental Policy Act (NEPA) analyses.
- All definitions, summer use regulations, and standards and maintenance described in the FEIS (pp. 2.4-2.6).
- All project design features described in the FEIS (pp. 2.7-2.9), and included in Appendix D of this Record of Decision.
- All monitoring and evaluation described in the FEIS (pp.2.9-2.11) as well as the Reasonable and Prudent Measures and Terms and Conditions identified in the Biological Opinion for threatened and/or endangered species and included in Appendix D of this Record of Decision.
- Any new forest orders necessary for implementation of this decision will be issued. Any existing forest orders that are not consistent with this decision will be rescinded.

I am fully satisfied that all practicable means to avoid or minimize environmental harm from the Selected Alternative have been adopted through the implementation of route designation criteria and project design features. Monitoring will be conducted to ensure that project implementation is consistent with established standards and guides as well as design features of this project.

The analysis and decision process for this project considered the best available scientific information, a consideration of responsible opposing views and the acknowledgement of incomplete or unavailable information.

## **SUMMARY**

All action alternatives analyzed in the FEIS meet the purpose and need for action, but the Selected Alternative best meets the purpose and need because it provides a modest increase of motorized routes

to address current and anticipated recreation needs when compared to the existing designated system, but reduces the miles of routes (primarily unauthorized routes) when compared to the No Action Alternative. The Selected Alternative balances the desires of competing interests, offers a variety of recreation opportunities, and is most consistent with routes on adjoining public lands of all action alternatives.

The Selected Alternative best addresses the environmental and social issues identified in Chapter 2 (FEIS pp. 2.29-2.50) because while this alternative provides slightly more routes than the current designated system (which should be viewed favorably by those desiring more motorized opportunities), the Selected Alternative also reduces the miles of routes in Recommended Wilderness areas compared to the No Action Alternative and increases protection in Idaho Roadless Areas by restricting vehicle types that can travel on motorized trails in those areas. This should be viewed favorably by those requesting greater Recommended Wilderness and Roadless Area protection. Some routes or segments of routes, including a portion of the Salmon River Road will not include access for dispersed camping as part of their designation to provide necessary cultural and natural resource protection. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond or lake to provide to protect streambanks, water quality, and fisheries.

I evaluated all alternatives and compared them to Forest Plan goals, objectives and resource standards. I have determined that to implement the Selected Alternative, the modifications to the Salmon Forest Plan described on page 2.3 of the FEIS and the non-significant amendment to the Challis Forest Plan described on pages 2.3-2.4 of the FEIS are necessary. The modifications to Salmon NF Forest Plan and the non-significant amendment to the Challis Forest Plan are needed to change Forest Plan language to comply with the Travel Management Rule. The modifications and non-significant amendment are included in Appendix C of the Record of Decision.

The Selected Alternative is consistent with all pertinent laws, regulations, and agency policy.

Consistency with the National Environmental Policy Act (NEPA), the Clean Water Act (CWA), the Endangered Species Act (ESA), the Idaho Roadless Area Rule, the Fort Bridger Treaty, and the Nez Perce Treaty, in addition to consistency with the Travel Management Rule were all specifically referenced during public comment. A complete summary of the pertinent laws, regulations and policies is provided on pages 19-25 of this Record of Decision.

I recognize my decision will not meet 100 percent of the public interests and desires. I know some of the public will find closed roads they believe should be open and some will find some open roads they believe should be closed. The competing desires truly come from deep appreciation of National Forest System lands and the particular activities people enjoy. I am confident this decision is a more reasoned and balanced decision because of public involvement during the planning process.

## **PUBLIC INVOLVEMENT**

Public involvement for this project began in May 2006 when public meetings and field trips were held in Salmon, Challis, Mackay, North Fork, Leadore and other locations in surrounding communities and across southern Idaho. A Notice of Intent (NOI) was published in the Federal Register on August 3, 2007. Public comment was taken for 95 days through November 14, 2007. Fifty comment letters, 201 public comment forms, and 9,069 e-mails were received. Scoping letters were sent to 651 individuals, groups, agencies and Tribes. The project first appeared in the Forest's Schedule of Proposed Actions in July 2007.

Though there were several form letter campaigns aimed at bolstering numbers of comments with a particular opinion, decisions on National Forests are not made by counting numbers of people or groups

for or against a proposal. What was important to me was the underlying issue and opinion contained in the form letters and not the sheer number of identical comments.

The Forest completed content analysis of 316 unique responses received from hundreds of individuals and 16 organizations during the pre-NEPA period May 2006 to March 2007 and during the NEPA scoping period that began August 3, 2007. Most comments were from Idaho residents, but comments were also received from people in 10 other states. Content analysis was used by the Forest Leadership Team and the IDT to identify issues which generated alternatives and project design features.

The Counties of Lemhi, Custer, and Butte were invited to be Cooperating Agencies. All three Counties accepted and designated a representative to be involved. Our purpose was to explain the intent of the Travel Rule and of the planning process, what the process would entail, and provide the Counties with the opportunity to participate with preparation of the plan.

Many public requests for better quality and more accurate Proposed Action maps were received in response to the information posted on the SCNF website in August 2007. During the fall and winter of 2007-2008, Geographic Information Systems (GIS) and associated databases were upgraded and refined to improve the quality and accuracy of the maps and information needed for detailed analysis. As a result, errors in the mileages of roads and motorized trails described in the proposed action and inconsistencies with direction in the Forest Plans were discovered.

A revised Notice of Intent to prepare an environmental impact statement was published in the Federal Register on May 30, 2008, and initiated the final phase of the scoping process. The Forest Service requested any new scoping comments related to the Revised Proposed Action and its potential effects on the quality of the human environment. To be most useful, comments were requested by June 13, 2008. All comments received were retained and considered as potentially relevant to the Revised Proposed Action. Persons and organizations commenting during the initial scoping were mailed a letter on May 29, 2008, informing them of the revised NOI and directing them to the SCNF website to view new maps and data tables.

In response to the Revised Proposed Action, the Forest received 32 comment letters. Six letters sought clarification, better maps, copies of GIS layers, or offered additional corrections to the maps and data tables. One letter supported the Revised Proposed Action and another letter requested the Forest to include over-the-snow travel analysis in the DEIS. Ten letters expressed support for a specific type of motor vehicle use (single-track opportunities), and the remaining letters voiced concerns about losing access to public lands.

A Notice of Availability (NOA) of the DEIS was published in the Federal Register on Friday, September 26, 2008, starting a 60-day legal comment period. The DEIS and maps were sent to 556 individuals, three Tribal governments, three cooperating agencies, 19 federal, state and local government agencies, and 32 organizations and special interest groups. Seven public meetings were held in Salmon, Challis, North Fork, Leadore, Mackay, Idaho Falls, and Pocatello, Idaho, in October and November 2008. Over 375 public responses were received in the form of letters, e-mails, faxes, maps, and verbal remarks during the legal comment period. Twenty-two responses were received after the close of the comment period. These comments were analyzed and used to refine issues and improve alternatives. A thorough discussion of the entire public participation process, as well as responses to public comments is included in Chapter 4 of the FEIS.

My decision relates only to motorized *recreational* use on the National Forest. Some aspects of motorized use that came up in public discussions and comments but are separate from this decision are:

- Access to private land by property owners and to mining claims by claimants will not be affected by this decision though such access may not be afforded to the general public.
- Emergency access for purposes of Emergency Medical Technicians, firefighters, and search and rescue purposes will not be affected by this decision.
- Grazing permittee access will not be affected by this decision. Appropriate authorization for motorized use for this purpose is included in the grazing permittee's annual operating instructions.
- Elderly and disabled individuals will have the same access privileges as anyone else, consistent with federal law.
- Firewood cutting, including access, is authorized under a firewood permit. Firewood permits may at times include opportunities to drive on road systems beyond the Travel Plan for purposes of cutting firewood for those holding valid firewood permits.
- The Plan will not affect opportunities for resource management including timber sales and fuels treatment. Such commercial activities are evaluated in separate analyses, and formal decisions are made to authorize contracts which also may include road use authorization for both open and closed roads.
- The Travel Management Rule will not increase the agency's budget or the number of law enforcement officers. However, the final rule will enhance enforcement by substituting a regulatory prohibition for closure orders and providing for a motor vehicle use map supplemented by signage. Education and cooperative relationships with users support enforcement efforts by promoting voluntary compliance.

## ALTERNATIVES

In response to agency and public issues, four action alternatives were developed and analyzed in the FEIS along with the No Action Alternative. A summary description of each of the alternatives is provided below. Detailed descriptions of each alternative are provided in Chapter 2 of the FEIS. Maps displaying each alternative are included in an FEIS map package.

### ALTERNATIVES ANALYZED IN DETAIL

#### **Alternative 0 – No Action Alternative** (FEIS pp. 2.12-2.14)

The No Action Alternative is the current, authorized management displayed on existing Travel Plan maps, travel management decisions made through other NEPA analyses since the existing Travel Plans were developed and existing closure orders. The No Action Alternative is required by NEPA and serves as the baseline for analyzing effects. This alternative would maintain current management direction and would not implement the Travel Management Rule.

**Roads and Motorized Trails:** There are 2,920 miles of roads and 1,119 miles of motorized trails on the current system of motorized routes forest-wide. All NFS trails in open areas displayed on the current Salmon National Forest and Challis National Forest Travel Plan maps (whether actually used for motorized recreation) are interpreted as motorized trails in the calculation of mileages because no official designations allowing or prohibiting motor vehicle use on these trails are currently in effect. This has caused the miles of motorized trails to be an artificially high number. There are 1,108 miles of known unauthorized routes (non-system routes) in areas open to cross-country motorized travel.

Additionally, there are 980,423 acres currently open to motorized cross-county travel displayed on existing Travel Plan maps. About 720,000 acres are on the Salmon portion of the Forest and 260,000 acres on the Challis portion. Although nearly a million acres are shown on the maps, only a fraction of that acreage can actually be traveled because of steep topography, dense forest vegetation, rocky slopes and cliffs, wet areas, streams, rivers and lakes.

**Motorized Access for Dispersed Camping and Game Retrieval:** The current Salmon National Forest Travel Plan allows direct ingress and egress for temporary campsites within 300 feet of open designated routes, provided that no vegetation is damaged or destroyed and no streams or wet meadows are crossed. Motorized access to dispersed camping is also allowed in open areas of the Forest except where restrictions are shown on the map or signed on the ground. The current Salmon Forest Travel Plan map does not indicate if game retrieval is allowed or prohibited. Idaho Fish and Game management unit boundaries are illustrated on the map to aid sportsmen in locating boundaries. Fish and Game vehicle restrictions specific to management units apply.

The current Challis National Forest Travel Plan map allows motorized travel to campsites, for game retrieval, and fuelwood cutting within 300 feet of designated roads and to campsites and for game retrieval within 300 feet of designated trails. Areas identified on the map as “A” areas are generally open to all motorized vehicles, but some restrictions apply. Operators are responsible for resource damage and the use of existing roads and trails is encouraged.

**Salmon River Road:** The No Action Alternative allows motorized access for dispersed camping within 300 feet on either side of the Salmon River Road (FR #60030), where topography allows, provided no streams are crossed and no wet meadows are damaged.

#### **Alternative 1 – Designated System Routes** (FEIS pp 2.14-2.16)

This alternative would designate existing system roads and motorized trails displayed on current Travel Plan maps and travel management decisions made through other NEPA analyses. This alternative would use the best available information to assign vehicle types and seasonal open periods on trails in areas open to cross-country travel on current Travel Plan maps. Some trails that were previously used for motorized travel may not be designated based on information in the Forest trail inventory.

**Roads and Motorized Trails:** Alternative 1 proposes to designate 2,612 miles of roads and 812 miles of motorized trails totaling 3,424 miles of motorized system routes. These are the routes displayed on current Travel Plan maps and routes designated through previous NEPA decisions.

**Motorized Access for Dispersed Camping and Game Retrieval:** This alternative would allow limited motor vehicle use to dispersed campsites via routes that terminate in dispersed camp sites as well as anywhere within 300 feet of current designated system roads and motorized trails (but does not include motorized access to dispersed camping on currently unauthorized routes proposed for designation) *where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage.* Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife.

Acres available for limited motor vehicle use to dispersed camping were calculated using slopes less than 30 percent. Approximately 120,251 acres of limited motorized access for dispersed camping would be available under this alternative. No motorized access for game retrieval would be allowed.

**Forest Plan Modifications and Amendment:** The same modifications and amendment described for the Selected Alternative would also apply to this alternative.

**Alternative 2 –The Revised Proposed Action** (FEIS pp. 2.17)

The Revised Proposed Action is not carried forward into the FEIS, but was used as a starting point for the Preferred Alternative. The Revised Proposed Action planned to designate 2,670 miles of roads and 838 miles of motorized trails. Motorized access to and from dispersed campsites was proposed for 300 feet on either side of designated routes except the Salmon River Road (FR #60030). Camping with the use of a motor vehicle (e.g. car, motor-home, truck and camp trailer, camper, off-highway vehicle, or motorcycle) was proposed in designated dispersed camping areas and designated pull-outs along the Salmon River Road. The Revised Proposed Action identified 54 pull-outs and areas available for dispersed camping. No motorized access for game retrieval was proposed under this alternative. Nine seasonal open periods were proposed for roads and motorized trails. Forest Plan Amendments would be required to implement this alternative.

**Alternative 3 - Recommended Wilderness Area/Roadless Area Values Emphasis** (FEIS pp. 2.17-2.21)

This alternative responds to issues regarding effects to Recommended Wilderness Areas and Inventoried Roadless Areas (IRAs) from motor vehicle use. No motor vehicle travel within Recommended Wilderness Areas and no designation of new roads within IRAs would be allowed under this alternative.

**Roads and Motorized Trails:** This alternative would designate 2,424 miles of roads and 482 miles of motorized trails for a total of 2,905 miles of motorized routes. This alternative is more restrictive than other alternatives in that it offers fewer yearlong opportunities on roads, and is more restrictive of vehicle types on motorized trails. There are nine seasonal open periods proposed for roads and trails in this alternative.

**Motorized Access for Dispersed Camping and Game Retrieval:** This alternative would allow motorized access to dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of most designated system roads and motorized trails (but does not include motorized access to dispersed camping on currently unauthorized routes proposed for designation on the Salmon River Road FR #60030) *where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage*. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. Additionally, no motorized access for dispersed camping would be allowed off designated routes in Riparian Habitat Conservation Areas (RHCA).

Acres available for motorized access to dispersed camping were calculated using slopes less than 30 percent. Approximately 67,881 acres of motorized access for dispersed camping would be available under this alternative. No motorized access for game retrieval would be allowed.

**Salmon River Road:** Camping with the use of a motor vehicle (e.g. car, motor-home, truck and camp trailer, camper, off-highway vehicle, or motorcycle) would be allowed in designated dispersed camping areas and designated pull-outs along the Salmon River Road (FR #60030). This alternative identifies 52 pull-outs and areas available for dispersed camping. Day-use parking would be allowed along the Salmon River Road. Mileposts would be installed along the Salmon River Road to assist the public in locating pull-outs and dispersed camping areas on the ground.

**Forest Plan Modifications and Amendment:** The same modifications and amendment described for the Selected Alternative would also apply to this alternative.

**Alternative 4 – Maximum Motorized Emphasis Alternative** (FEIS pp.2.21-2.25)

This alternative responds to issues that the designation of specific motorized routes to comply with the Travel Management Rule will affect motorized and non-motorized recreation opportunities by altering the amount, type, and seasonal open periods of motorized routes. Many public comments requested the designation of as many motorized routes as possible and suggested that the Travel Management Rule would cause fewer motorized routes to be designated. The public expressed concern that this would cause a concentration of motor vehicles onto fewer designated routes.

This alternative also responds to the issue that designating motorized access to specific dispersed campsites along the Salmon River Road (using the mileage below North Fork as a location guide) would be difficult for the public to understand and for the agency to implement because there are no mileposts along the road.

**Roads and Motorized Trails:** This alternative would designate 3,021 miles of roads and 1,330 miles of motorized trails for a total of 4,351 miles of motorized routes. This alternative offers the least restrictive opportunities for motorized recreation.

**Motorized Access for Dispersed Camping and Game Retrieval:** This alternative would allow motorized access to dispersed campsites via routes that terminate in dispersed camp sites as well as anywhere within 300 feet of designated roads and motorized trails (both system routes and previously unauthorized routes proposed for designation) *where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage*. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife.

Acres available for motorized access to dispersed camping were calculated using slopes less than 30 percent. Approximately 150,512 acres of motorized access for dispersed camping would be available under this alternative. No motorized access for game retrieval would be allowed under this alternative.

**Salmon River Road:** This alternative proposes to designate six access routes along the Salmon River Road as well as 300-foot corridors along the Salmon River Road where motorized access to dispersed campsites would be allowed.

Designated routes off the Salmon River Road include the Newland Picnic Area Road, the Dump Creek gated dispersed area road, Cadagan Road, Cove Creek Helispot Road, Cove Creek Boating Site Road, Cache Bar launch area and campsites road. There would be no motorized access to dispersed camping at the Newland Administrative Site, the Newland Dumpsite, and Indianola.

A 300-foot corridor on either side of the Salmon River Road, where topography and vegetation permit, from North Fork to mile 28.7 would be designated for motorized access to dispersed campsites only. No motorized access for dispersed camping would be available from mile 28.7 to mile 32.9 (bottom end of the Clam Hole). Another 300-foot corridor on either side of the Salmon River Road where topography and vegetation permit would be designated for motorized access to dispersed camping from mile 32.9 to Corn Creek (at the campground entrance). No motorized access would be allowed within 30 feet of the Salmon River or its tributaries to provide streambank and water quality protection. An approximate 5-acre open area at the Cadagan dispersed campsite would also be designated for motorized access for dispersed camping.

**Forest Plan Amendments:** In addition to the modifications and amendment described for the Selected Alternative another amendment to the Challis Forest Plan would be necessary to implement this alternative. The amendment would eliminate two-wheeled motor vehicle use on a portion of the Long

Lost Trail #194 which is currently allowed under Amendment 9 of the Challis Forest Plan. The plan would also be amended to allow motorized travel on a portion of the Swauger Lakes Trail #091 to motorized and mechanized vehicles 50 inches or less in width only. Currently motorized travel is restricted to two-wheeled motorized and mechanized vehicles only.

**Alternative 5 – Preferred Alternative** (FEIS pp.2.25-2.29)

The Preferred Alternative is a new alternative not previously analyzed. It blends some components from action alternatives analyzed in the DEIS and incorporates new features to more specifically address the Travel Management Rule and public comments to the DEIS. The Revised Proposed Action was used as a starting point for this alternative and strives to balance competing public interests regarding motorized and non-motorized uses on the SCNF. The development of the Preferred Alternative is described in detail in Chapter 1.

**Roads and Motorized Trails:** The Preferred Alternative would designate 2,670 miles of roads and 864 miles of motorized trails for a total of 3,536 miles of motorized routes Forest-wide. Tables of designated roads and motorized trails displaying the route number, route name, vehicle use type, season of use and mileage are displayed by ranger district in Appendix H. There are six seasonal open periods for roads and trails in this alternative.

**Motorized Access for Dispersed Camping and Game Retrieval:** Limited motor vehicle use for dispersed camping would be allowed to access dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of either side of most designated system roads and motorized trails *where slope, topography, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage*. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond, or lake to provide streambank and water quality protection. Some designated Forest routes occur within 30 feet of a stream, lake, or pond. Traveling on these routes is acceptable; however, traveling off these routes for the purpose of accessing dispersed campsites would not be acceptable.

Eight high-use areas where motorized access for dispersed camping off designated routes is a concern were field-reviewed in the fall of 2008 and summer of 2009, after the release of the DEIS. In this alternative, these areas would be closed to any motorized travel off designated routes including dispersed camping due to sensitive resource protection needs. Areas with sensitive resources where motorized off-route travel would not be allowed are Sawmill Canyon, Antelope, Wildhorse, Pass Creek, and North Fork Big Lost River areas of the Lost River Ranger District, and the Thatcher Creek, Beaver Creek, and Cape Horn areas of the Middle Fork Ranger District.

In these areas, all dispersed camping would be restricted to designated sites which would be displayed on the MVUM and signed on the ground. A proliferation of unauthorized routes off Forest system roads and trails has adversely impacted cultural and natural resources in these high-use areas.

**Salmon River Road:** As part of route designation, this alternative proposes to allow limited use of motor vehicles within 300-feet of either side of the Salmon River Road and six intersecting access routes for the purpose of dispersed camping, where slope, topography, vegetation and resource conditions are suitable.

Designated routes off the Salmon River Road where limited use of motor vehicles for dispersed camping may occur are the Newland Picnic Area Road, the Dump Creek gated dispersed area road, Cadagan

Road, Cove Creek Helispot Road, Cove Creek Boating Site Road, Cache Bar launch area and campsites road. There would be no motorized access for dispersed camping at the Newland Administrative Site, the Newland Dumpsite, and Indianola.

Limited use of motor vehicles within 300-feet on either side of the Salmon River Road, from North Fork to mile 28.7 would be designated for dispersed camping only, where such use would not cause unacceptable resource damage. No motorized access for dispersed camping would be allowed from mile 28.7 to mile 32.9 (bottom end of the Clam Hole). Limited use of motor vehicles within 300-feet on either side of the Salmon River Road from mile 32.9 to Corn Creek (at the campground entrance) would be designated for dispersed camping only, where such use would not cause unacceptable resource damage. No motorized access for dispersed camping or vehicle parking for dispersed camping would be allowed within 30 feet of the Salmon River or its tributaries to provide streambank and water quality protection. In some locations, the Salmon River Road is within 30 feet of the Salmon River. In those locations, no motorized off-road travel for the purpose of dispersed camping would be allowed.

An approximate 5-acre open area at the Cadagan dispersed campsite is also designated for motorized access for the purpose of dispersed camping. The area is a large open field between the Salmon River and the Salmon River Road. Campers may drive their motor vehicles within the designated area for the purpose of dispersed camping, but cannot drive their vehicles for any other purpose.

Parking would be allowed as part of the designation of the Salmon River Road and the same stipulations discussed for other routes described above would apply.

As part of route designation, this alternative would allow limited motor vehicle use for dispersed camping which was calculated using slopes less than 30 percent. Limited motor vehicle use for dispersed camping would be allowed on approximately 116,748 acres. No motorized access for game retrieval would be allowed under this alternative.

**Forest Plan Modifications and Amendments:** The same modifications and amendment described for Alternative 1 and Alternative 3 would also apply to this alternative.

## ENVIRONMENTALLY PREFERRED ALTERNATIVE

The Council on Environmental Quality regulations for implementing NEPA requires the Record of Decision specify “the alternative or alternatives which were considered to be environmentally preferable” (40 CFR 1505.2(b)). The environmentally preferable alternative is not necessarily the alternative that will be implemented, and it does not have to meet the underlying need for the project. It does, however, have to cause the least damage to the biological and physical environment and best protect, preserve, and enhance historical, cultural, and natural resources.

The Salmon-Challis Travel Planning and OHV Designation Project focuses specifically the designation of roads, motorized trails and areas for public motor vehicle use on the Salmon-Challis National Forest (SCNF) to comply with the Travel Management Rule.

Alternative 3 is the environmentally preferred alternative since it would designate the fewest miles of motorized routes and access for dispersed camping and therefore would have the least impacts from motorized uses. I believe, however, that the Selected Alternative provides the best balance of meeting competing public desires for motorized and non-motorized uses on the SCNF while providing cultural and natural resource protection.

## ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

Four alternatives were considered but dismissed from detailed analysis. Two alternatives were dismissed in the DEIS and two alternatives were dismissed in the FEIS. These were the original Proposed Action and an alternative that would designate all known routes on the SCNF. The original Proposed Action was not carried forward into the FEIS because of errors in calculating the miles of routes and because inconsistencies with direction in the Forest plans was discovered when Geographic Information Systems (GIS) databases were updated and improved during the fall and winter of 2007-2008. The Revised Proposed Action was developed from the original Proposed Action. The alternative that would designate all known routes was dismissed from detailed analysis because it would not be feasible or desirable from a resource, monetary or management standpoint to consider designating all routes on the landscape.

An alternative that would eliminate all motorized travel in Inventoried Roadless Areas (IRAs) was considered but was dismissed from detailed analysis in the FEIS. About 73 percent of the project area is within IRAs and/or Forest Plan Recommended Wilderness Areas and eliminating all motorized travel within these areas would fragment the existing transportation system. Neither the 2001 Roadless Rule nor the recently promulgated Idaho Roadless Rule precludes motorized travel on existing system routes in IRAs. Alternative 3, however, did analyze the effects of eliminating motorized travel within Forest Plan Recommended Wilderness Areas.

A proposal specific to management on the Salmon portion of the Forest was submitted by two local residents and a member of a conservation organization. The proposal delineated broad geographic areas of the Salmon National Forest where proponents thought motorized travel should be emphasized as described in Alternative 4 of the DEIS and other areas proponents thought should be non-motorized. Some geographic areas align with general route designations in Alternative 4, while others do not. For example, the proposal delineated an area north of the Salmon River, in the vicinity of Owl Creek for motorized emphasis. Motor vehicle use is currently restricted in this area on the existing Travel Plan to provide erosion control and big game security. The purpose for these restrictions is still valid; therefore, this particular component of the proposal was considered but dismissed from detailed study.

## FINDINGS REQUIRED BY OTHER LAWS

Numerous laws, regulations, and agency directives require that my decision be consistent with their provisions. I have determined that my decision is consistent with all laws, regulations, and agency policy. The following summarizes findings required by major environmental laws.

**Consistency with the Salmon Land and Resource Management Plan and the Challis Land and Resource Management Plan:** My decision is consistent with Salmon Forest Plan and Challis Forest Plan with the modifications and amendment authorized with this decision. No Forest Plan amendments would be required to close the Forest to cross-country travel. The Travel Management Rule provides the legal mechanism of closure to cross-country travel once a Motor Vehicle Use Map is created and distributed to the public.

**Travel Management Rule (36 CFR Parts 212, 251, 261, and 295):** The Travel Management Rule requires designation of those roads, trails, and areas that are open to motor vehicle use. Designations made in this decision have been made by class of vehicle and by time of year. The Travel Management Rule prohibits the use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas that is not consistent with the designations.

General Route Designation Criteria: The Travel Management Rule requires consideration of the effects of designating roads, trails and areas on specific resources and components of travel management. The Rule states, “In designating National Forest System roads, National Forest System trails, and areas on the National Forest System lands for motor vehicle use, the responsible official shall consider effects on National Forest System natural and cultural resources, public safety, provision of recreation opportunities, access needs, conflicts among uses of National Forest System lands, the need for maintenance and administration of roads, trails, and areas that would arise if the uses under consideration are designated; and the availability of resources for that maintenance and administration.” (36 CFR 212.55 (a)).

I have determined that the Forest Service has considered the effects of road and motorized trail designation on the resources identified in the 2005 Travel Management Rule based on the analysis and information contained in the FEIS and the project record.

Motorized Trail Designation Criteria: The Rule also contains specific criteria related to designating motorized trails. It states, “In addition to the criteria listed in paragraph [a] of this section, in designating National Forest System trails and areas on National Forest System lands, the responsible official shall consider effects on the following, with the objective of minimizing: (1) Damage to soil, watershed, vegetation, and other forest resources; (2) Harassment of wildlife and significant disruption of wildlife habitats; (3) Conflicts between motor vehicle use and existing or proposed recreation uses of National Forest System lands or neighboring Federal lands; and (4) Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands. In addition, the responsible official shall consider: (5) Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and others factors.” (36 CFR 212.55 (b)).

The objective of the Selected Alternative was to provide a mix of recreational opportunity settings while minimizing effects on resources and uses listed above. These resources were considered, as evidenced by the FEIS and project record, and specific measures were taken to minimize the effects of route designation where issues were identified. Specific measures included avoiding designation of routes to reduce the potential for impacts to cultural resources and providing a range of recreation opportunities on the SCNF to minimize user conflicts. General outcomes of the Selected Alternative include reducing adverse impacts on soils, water quality, fisheries and aquatics, wildlife, vegetation, and the spread of noxious weeds.

#### ***Minimum Road System (36 CFR 212.5[B][1])***

This travel management planning process has resulted in identification of the minimum road system necessary to meet the utilization (including recreation), protection, and administration needs of the SCNF. Consistent with 36 CFR 212.5(b)(1), this process has involved the “science-based roads analysis” and “broad spectrum of interested and affected citizens, other state and federal agencies, and Tribal governments” necessary for determining the minimum road system needed (see Chapters 2 and 3 of the FEIS). In addition, the process has revealed that the Selected Alternative is the minimum “road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations, to ensure that the identified system minimizes adverse environmental impacts....” Chapters 1 and 3 of the FEIS identify consistency with the Forest’s land management plan and other statutory and regulatory requirements. A Travel Analysis was conducted in spring 2008 and is part of the project record. The Travel Analysis was included as Appendix A with the DEIS but is not reprinted with the FEIS. Section 20.2 of the Forest Service

Travel Planning Handbook (FSH 7709.55) identifies the objectives of travel analysis to inform decisions related to identification of the minimum road system per 36 CFR 212.5(b)(1); designation of roads trails and areas for motor vehicle use per 36 CFR 212.51.

**Consideration of Roads Analysis** The Forest Scale Roads Analysis for the Salmon-Challis National Forest (see Project Record) was completed in January, 2003. The report highlighted potential impacts of roads and/or motorized access on wildlife, water quality, cultural resources; right-of-way issues; and potential changes to road management objectives. This analysis helped inform me about potential resource issues associated with system roads.

**The National Environmental Policy Act (NEPA) of 1969 (P.L. 91-190):** The purposes of this Act are “To declare a national policy which will encourage productive and enjoyable harmony between man and his environment, to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality” (42 U.S.C. Sec. 4321). NEPA establishes the format and content requirements for environmental analyses and documentation. The entire process of preparing this FEIS was undertaken to comply with NEPA.

**The National Forest Management Act (NFMA) of 1976 (P.L. 4-588):** This Act guides development and revision of National Forest Land Management Plans and contains regulations that prescribe how land and resource management planning is to be conducted on NFS lands to protect National Forest resources. My decision complies with NFMA.

**The Endangered Species Act (ESA) of 1973, as amended:** The purposes of this Act are to provide for the conservation of threatened and endangered species and their habitats. The Forest is required by the ESA to ensure that any actions it approves will not jeopardize the continued existence of threatened and endangered species or result in the destruction or adverse modification of critical habitat.

The Forest Service prepared a biological assessment (BA) to comply with the ESA. A BA analyzes potential effects on threatened and endangered species that may be present in the project area. The U.S. Fish and Wildlife Service (FWS) and National Marine Fisheries Service (NMFS) decide if implementation of the selected alternative would jeopardize the continued existence of any species listed or proposed as threatened or endangered under the ESA. This determination is issued as a Biological Opinion (BO) by the regulatory agency. The BO includes terms and conditions that must be complied with in order to be exempt from the prohibitions of Article 9 of that Act. The BO may include conservation recommendations, which are suggestions regarding discretionary activities to minimize or avoid adverse effects of the agency’s proposal to listed species or critical habitat.

A Biological Opinion was received from the United States Department of Interior, Idaho Fish and Wildlife Office on July 14, 2009. The Service finds that the potential adverse effects from the Forest’s proposal are not likely to jeopardize the United States coterminous population of bull trout.

A Biological Opinion was received from the United States Department of Commerce, National Oceanographic and Atmospheric Administration, National Marine Fisheries Service on August 12, 2009. The Service finds that the action, as proposed, is not likely to jeopardize the continued existence of Snake River spring/summer Chinook salmon and Snake River Basin steelhead, or result in the destruction or adverse modification of designated critical habitat for Snake River spring/summer Chinook salmon and Snake River Basin steelhead. The Service also concludes that the actions, as proposed, are not likely to adversely affect Snake River sockeye salmon.

**The Migratory Bird Treaty Act of 1918:** The purpose of this Act is to establish an international framework for the protection and conservation of migratory birds. The Migratory Bird Treaty Act (MBTA) implements various treaties and conventions between the U.S. and Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Under the Act, taking, killing, or possessing migratory birds, including nests and eggs, is unlawful. A list of neotropical migratory birds protected by the Migratory Bird Treaty Act is provided in 50 CFR 10.13. Additional information on the Migratory Bird Treaty Act can be found in the Wildlife Resources section, Chapter 3. My decision complies with Migratory Bird Treaty Act.

**Executive Order 13186 (Migratory Bird Treaty Act):** In January 2001, the President signed an executive order outlining responsibilities of federal agencies to protect migratory birds under the Migratory Bird Treaty Act (MBTA). As a complementary measure to the Executive Order, the Forest Service and the U.S. Fish and Wildlife Service entered into a Memorandum of Understanding (MOU) the purpose of which is to strengthen migratory bird conservation through enhanced collaboration between the agencies, in coordination with state, tribal, and local governments. My decision is consistent with the Executive Order and the Migratory Bird Treaty Act.

**Executive Order 11644 (February 8, 1972) Use of Off-Road Vehicles on the Public Lands, as amended by E.O. 11989 (May 24, 1977):** National direction for travel planning, specifically off-road use of motor vehicles on Federal lands, is provided by E.O. 11644 as amended. Section 3(a) of E.O. 11644 directs the Forest Service to promulgate regulations that provide for designation of trails and areas for off-road motor vehicle use. The regulations require that designation of these trails and areas be based upon protection of NFS resources, promotion of public safety, and minimization of conflicts among uses of NFS lands. Section 9(b) was added to E.O. 11644 when it was amended by E.O. 11989. Section 9(b) specifically authorizes the Forest Service to adopt the policy to designate those areas or trails that are suitable for motor vehicle use and to close all other areas and trails to that use. My decision complies with the Executive Orders.

**The Federal Water Pollution Control Act of 1972 (PL 92-500) as amended in 1977 (PL 95-217) and 1987 (PL 100-4), also known as the federal Clean Water Act:** The primary objective of this Act is to restore and maintain the integrity of the nation's waters by: 1) Eliminating the discharge of pollutants into the nation's waters; and 2) Achieving water quality levels that are fishable and swimmable. This Act establishes a non-degradation policy for all federally proposed projects to be accomplished through planning, application, and monitoring of Best Management Practices (BMPs). Identification of BMPs is mandated by Section 319 of the Water Quality Act of 1987 (also referred to as the Clean Water Act), which states, "It is national policy that programs for the control of nonpoint sources of pollution be developed and implemented." My decision complies with the Clean Water Act.

**Federal Noxious Weed Act of 1974:** This Act provides for the control and management of non-indigenous weeds that injure or have the potential to injure the interests of agriculture and commerce, wildlife resources, or the public health. The Act requires that each federal agency develop a management program to control undesirable plants on federal lands under the agency's jurisdiction; establish and adequately fund the program; implement cooperative agreements with state agencies to coordinate management of undesirable plants on federal lands; establish integrated management systems to control undesirable plants targeted under cooperative agreements. The alternatives analyzed in the FEIS comply with the Federal Noxious Weed Act. Under separate planning activities, the agency has developed a management program to control undesirable plants on the SCNF. My decision considered and analyzed the risk of spreading noxious weeds and complies with SCNF programs to control noxious weeds.

**The Preservation of American Antiquities Act of 1906:** This Act makes it illegal to “...appropriate, excavate, injure, or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned by the Government of the United States...” Cultural resource surveys would be completed for all proposed additions to the current designated travel system and any cultural resources identified would be protected as required through consultation with the Idaho State Historic Preservation Office (SHPO).

**The National Historic Preservation Act of 1966, as amended:** This Act requires federal agencies to consult with state and local groups before nonrenewable cultural resources, such as archaeological sites and historic structures are damaged or destroyed. Section 106 of this Act requires federal agencies to review the effects that project proposals may have on the cultural resources in the project area. It requires agencies to consider the effects of undertakings on properties eligible to or listed in the National Register of Historic Places by following the regulatory process specified in 36 CFR 800.

Actions permitted, approved, or initiated by the Forest Service and that may affect cultural resources must comply with provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and as implemented by federal guidelines 36 CFR 800. Section 106 of the NHPA requires a federal agency to take into account the effects of the agency's undertaking on properties listed on, or eligible for listing on, the National Register of Historic Places (NRHP).

Before any federal undertaking begins, cultural resources eligible for listing on the NRHP must be identified and documented. Cultural resources recorded in the project area are evaluated in consultation with the SHPO or the Federal Advisory Council on Historic Preservation (ACHP).

**The Archaeological Resources Protection Act (ARPA) of 1979:** ARPA prohibits the excavation, removal, damage, or destruction of archaeological resources located on public lands, and specifies civil and criminal penalties for persons found guilty of violations under the act. Authorized excavation and removal of archaeological resources requires a permit issued by the federal agency. ARPA, as referenced in the Freedom of Information Act (FOIA) (5 U.S.C. 552[b]), protects the confidentiality of archaeological sites from public disclosure. Other provisions of the law promote communication and cooperation between federal agencies, Indian tribes, professional archaeologists, and private individuals for the protection of archaeological resources on public lands. The procedures for implementing ARPA are outlined in the U.S. Code of Federal Regulations (36 CFR Part 296).

Federal statutes covering theft and destruction of government property also prohibit the removal of, and damage or destruction of, archaeological resources on public lands (see 18 U.S.C. 641 and 18 U.S.C. 1361, respectively).

**Wild and Scenic Rivers Act:** River segments and their corridors that are eligible, suitable, or designated as Wild and Scenic Rivers are managed to retain their free-flowing status, classification, and outstandingly remarkable values for recreation, scenery, wildlife, cultural, fish, geology, hydrology, and ecological/ botanical resources. Opportunities are provided so the public can understand the uniqueness of eligible, suitable, and designated Wild and Scenic Rivers. The Selected Alternative makes changes to routes within eligible and designated Wild and Scenic River corridors; however, their status is not affected.

**Consumers, Civil Rights, Minorities, and Women:** The need to conduct an analysis of this potential impact is required by Forest Service Manual and Forest Service Handbook direction. The civil rights of individuals or groups, including minorities, people with disabilities, and women, are not differentially affected by the Selected Alternative because access is afforded to all groups equally in the SCNF Travel Management Plan.

**Executive Order 12898:** E.O. 12898 directs each federal agency to make environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. An associated memorandum emphasizes the need to consider these types of effects during NEPA analysis. The Selected Alternative would not disproportionately adversely affect minority or low-income populations (including American Indian Tribal members) because access is afforded to these groups equally in the SCNF Travel Management Plan.

**Executive Order 13443:** The purpose of Executive Order 13443, signed in 2007, is to direct federal land management agencies to facilitate expansion and enhancement of hunting opportunities and the management of game species and their habitats. The E.O. directs agencies to evaluate the effect of agency actions on trends in hunting participation and, where appropriate to address declining trends, implement actions that expand and enhance hunting opportunities for the public; consider the economic and recreational values of hunting in agency actions, as appropriate; manage wildlife and wildlife habitats on public lands in a manner that expands and enhances hunting opportunities, including through the use of hunting in wildlife management planning; work collaboratively with State governments to manage and conserve game species and their habitats in a manner that respects private property rights and state management authority over wildlife resources; establish short and long term goals, in cooperation with state and tribal governments, and consistent with agency missions, to foster healthy and productive populations of game species and appropriate opportunities for the public to hunt those species; ensure that agency plans and actions consider programs and recommendations of comprehensive planning efforts such as state Wildlife Action Plans, the North American Waterfowl Management Plan, and other range-wide management plans for big game and upland game birds; seek the advice of state and tribal fish and wildlife agencies, and, as appropriate, consult with the Sporting Conservation Council and other organizations, with respect to the foregoing federal activities.

The Selected Alternative provides ample hunting opportunities and provides a range of motorized and non-motorized hunting opportunities taking into account the various methods of hunting.

**Idaho Roadless Rule:** The U.S. Department of Agriculture adopted a state-specific, final rule establishing management direction for designated roadless areas in the State of Idaho, on October 16, 2008. The final rule designates 250 Idaho Roadless Areas (IRAs) and establishes five management themes that provide prohibitions with exceptions or conditioned permissions governing road construction, timber cutting, and discretionary mineral development. This final rule supersedes the 2001 Roadless Area Conservation Rule (2001 Roadless Rule) for National Forest System (NFS) lands in the State of Idaho.

Travel management decisions are not affected by this rule as noted in section 294.26(a). Adjustments to NFS road inventories are made pursuant to the Travel Management rule (70 FR 68264). Section 294.26(a) of the Idaho Roadless Rule identify that decisions concerning the future management and/or status of existing roads or trails in IRAs under this rule will be made during the applicable travel management processes. Forest Service responsible officials are already directed to coordinate with counties when engaged in travel management decision-making regarding designation or revision of NFS roads, trails, and areas on NFS land as directed in 36 CFR 212.53 Of the Travel Management Rule.

The designations of roads, trails and areas for motor vehicle use within Idaho Roadless Areas in my decision are consistent with Idaho Roadless Area management themes. No new road or motorized trail construction would occur under any alternative.

**Salmon-Challis National Forest Responsibilities to Federally Recognized Tribes:** American Indian Tribes are afforded special rights under various federal statutes including: the National Historic Preservation Act (NHPA) of 1966 (as amended); the National Forest Management Act of 1976 (P.L.4588); the

Archaeological Resources Protection Act of 1979, and implementing regulations 43 CFR Part 7; the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990, and implementing regulations 43 CFR Part 10; the Religious Freedom Restoration Act of 1993 (P.L. 103141); and the American Indian Religious Freedom Act (AIRFA) of 1978. Federal guidelines direct federal agencies to consult with American Indian Tribal representatives who may have concerns about federal actions that may affect religious practices, other traditional cultural uses, as well as cultural resource sites and remains associated with American Indian ancestors. Any Tribe whose aboriginal territory occurs within a project area is afforded the opportunity to voice concerns for issues governed by NHPA, NAGPRA, or AIRFA.

**Federal responsibilities to consult with Indian Tribes are included in the National Forest Management Act of 1976 (P.L. 4-588), Interior Secretarial Order 3175 of 1993 and Executive Orders 12875, 13007, 12866, and 13084:** E.O. 12875 calls for regular consultation with tribal governments; and E.O. 13007 requires consultation with Indian Tribes and religious representatives on the access, use, and protection of Indian sacred sites. E.O. 12866 requires that federal agencies seek views of tribal officials before imposing regulatory requirements that might affect them; and E.O. 13084 provides direction regarding consultation and coordination with American Indian Tribes relative to fee waivers. E.O. 12898 directs federal agencies to focus on the human health and environmental conditions in minority and low-income communities, especially in instances where decisions may adversely impact these populations (see the “Environmental Justice” above). The 40 CFR 1500-1508 regulations of the NEPA invite American Indian tribes to participate in forest management projects and activities that may affect them.

**The Fort Bridger Treaty of July 3, 1868**, retained hunting and fishing rights to Shoshone–Bannock tribal members on “all unoccupied lands of the United States.” This right applies to all public domain lands that were reserved for National Forest System purposes that are presently administered by the Salmon-Challis National Forest. These rights are still in effect, and management actions recognize these rights. The reserved rights include hunting, fishing, and gathering. While the Treaty itself only specifies hunting, the lawsuit “State of Idaho vs. Tinno” established that any rights not specifically given up in the Treaty were, in fact, reserved by the Tribes.

**Shoshone-Bannock Tribes Treaty Rights** The Fort Bridger Treaty of 1886 retains for the Shoshone – Bannock tribes off-reservation hunting and fishing rights on all public domain lands reserved for NFS purposes now administered by the SCNF. My decision will not interfere with Tribal members in exercising those rights. In my formal government to government consultation meeting with the Tribal Business Council on June 4, 2009, I committed to work with the Council to develop a mechanism for the Tribes to continue to exercise these off-Reservation Treaty rights in pursuit of traditional activities. During a July 27, 2009, staff-to-staff consultation, a mechanism was identified: When exercising off-reservation Treaty Rights, Tribal members must carry and present a valid Tribal identification Card upon request by an authorized official. (Details of the consultation process are described in the FEIS p.1.28-1.29 and in Chapter 3 Cultural resources analysis).

**The Nez Perce Treaty of 1855**, Article 3, between the United States of America and the Nez Perce Tribe mutually agreed that the Nez Perce retain the right of “... taking fish at all usual and accustomed places in common with citizens of the Territory [of Idaho]; and of creating temporary buildings for curing, together with the privilege of hunting, gathering roots and berries, and pasturing horses and cattle...” These rights apply to all public domain lands that were reserved for NFS purposes that are presently administered by the SCNF. These rights are still in effect, and management actions recognize these rights.

The relationship of the U.S. Government with American Indian Tribes is based on legal agreements between sovereign nations. Portions of the SCNF are located within ceded lands of the Nez Perce Tribe.

Ceded lands are federal lands on which the federal government recognizes that a tribe has certain inherent rights conferred by treaty.

## APPEAL PROVISIONS AND IMPLEMENTATION

This decision is subject to appeal pursuant to 36 CFR 215.11 by individual or organizations meeting the requirements of 36 CFR 215.13. Any appeal must meet the requirements at 36 CFR 215.14.

A written appeal must be submitted within 45 days following the publication date of the legal notice of this decision in the *Recorder-Herald* Salmon, Idaho. 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.

The appeal must be filed with the Appeal Deciding Officer in writing. It is the appellant's responsibility to provide sufficient project or activity-specific evidence and rationale, focusing on the decision, to show why the decision should be reversed. 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;
- 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 substantive comments; and

How the appellant believes the decision specifically violates law, regulation, or policy.

**Contact Person:** For more information about this project, contact:

Karen Gallogly  
Salmon-Challis National Forest Headquarters,  
1206 South Challis Street, Salmon, Idaho 83467  
Telephone: 208.756.5103  
e-mail address: kgallogly@fs.fed.us

Written appeals must be submitted to:

**For Postal Delivery:**

USDA Forest Service, Intermountain Region  
ATTN: Harv Forsgren, Appeals Deciding Officer  
324 25th Street  
Ogden, Utah 84401

**For Hand Delivery:**

USDA Forest Service, Intermountain Region  
ATTN: Harv Forsgren, Appeals Deciding Officer  
Federal Building,  
324 25th Street  
Ogden, Utah

Business Hours: 8:00 AM and 4:30 PM MST,  
Monday through Friday, excluding holidays.

Appeals may be FAXed to (801) 625-5277.

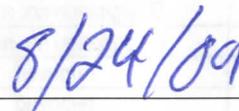
Electronic appeals must be submitted in a rich text format (.rtf) or Microsoft Word (.doc) format as an email message to: [appeals-intermtn-regional-office@fs.fed.us](mailto:appeals-intermtn-regional-office@fs.fed.us). The e-mail subject line should contain the name of the project being appealed. An automated response should confirm your electronic appeal has been received. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

If no appeal is received, implementation of this decision may occur on, but not before 5 business days from the close of the appeal filing period. If an appeal is received, implementation may not occur for 15 days following the date of appeal disposition.

The FEIS and supporting documentation are available for public review at the Salmon-Challis National Forest, 1206 South Challis Street, Salmon, ID 8346; phone (208) 756-5100.



WILLIAM A WOOD, FOREST SUPERVISOR  
SALMON-CHALLIS NATIONAL FOREST



Date

## APPENDIX A

### CHANGES FROM ALTERNATIVE 5 IN SELECTED ALTERNATIVE

FEIS Route	Change	Rationale	Use Code	Miles Changed
U042330A	Designation not needed	within camping corridor	R1	-0.22
U052114A	Designation not needed	within camping corridor	OHV1	-0.13
U052115A	Designation not needed	within camping corridor	R1	-0.10
U052122A	Designation not needed	within camping corridor	R1	-0.10
U062428A	Designation not needed	within camping corridor	R1	-0.19
U082535C	Designation not needed	within camping corridor	R1	-0.01
U111315C2	Designation not needed	within camping corridor	R1	-0.06
U121217A	Designation not needed	within camping corridor	R1	-0.26
U132525A	Designation not needed	within camping corridor	R1	-0.04
U132525B	Designation not needed	within camping corridor	R1	-0.02
U52-01B	Designation not needed	within camping corridor	ATV1	-0.05
U52-02E	Designation not needed	within camping corridor	ATV1	-0.05
U53-03E	Designation not needed	within camping corridor	R1	-0.09
U53-05B	Designation not needed	within camping corridor	R1	-0.07
U60-03H	Designation not needed	within camping corridor	R1	-0.10
U80-26	Designation not needed	within camping corridor	R1	-0.12
U-LF-058	Designation not needed	within camping corridor	R1	-0.09
U-LR-061	Designation not needed	within camping corridor	R1	-0.06
U-LR-F-005	Designation not needed	within camping corridor	R1	-0.06
U-LR-F-007	Designation not needed	within camping corridor	R1	-0.10
U-LR-F-008	Designation not needed	within camping corridor	R1	-0.05
U-LR-F-014	Designation not needed	within camping corridor	R1	-0.04
U-LR-F-015	Designation not needed	within camping corridor	R1	-0.05
U-LR-F-017	Designation not needed	within camping corridor	R1	-0.12
U-LR-F-055	Designation not needed	within camping corridor	R1	-0.04
U-LR-F-057	Designation not needed	within camping corridor	R1	-0.11
U-LR-F-063	Designation not needed	within camping corridor	R1	-0.08
U-LR-F-074	Designation not needed	within camping corridor	R1	-0.03
U-LR-F-077	Designation not needed	within camping corridor	OHV1	-0.07
40450	removed	RNA	R1	-0.15
U55-01A	removed	RNA	R1	-0.10
U55-01D	removed	RNA	R1	-0.15
U80-27	removed	RNA	R1	-0.07
40263	From Alt 2	Connecting Route	ATV1	0.38
40265	From Alt 2	Connecting Route	ATV1	0.23
60158	split into four loops	Correction - campground loops	R1	0.00
60241	split into two loops	Correction - campground loops	R1	0.00
60371	trail to road	Correction - designate as road	R1	0.00
6179	route correction	Correction - proper route location	2WL1	0.00
40312	route correction	Correction - proper route location	R1	0.00
40118	shortened	Correction - route length	R1	-0.01
40313	shortened	Correction - route length	R1	-0.02
40136	lengthened	Correction - route length	R1	0.58
60179	added Cove Creek ramp road	Correction - route length	R1	0.18
60294	shortened	Correction - route length	R1	-0.16
60080-A	changed to 60080	Correction - route number change	R1	0.00

FEIS Route	Change	Rationale	Use Code	Miles Changed
60237	removed	Correction - trailhead location	R1	-0.65
6126	lengthened	Correction - trailhead location	2WL1	0.65
40430	shortened	Correction - trailhead location	R1	-0.66
4092	lengthened	Correction - trailhead location	2WL1	0.66
60331	Not designated	Unnecessary - administrative site	R1	-0.07
U-LR-F-083	Not designated	Unnecessary - campground spur	R1	-0.01
U-LR-F-084	Not designated	Unnecessary - campground spur	R1	-0.02
U-LR-F-085	Not designated	Unnecessary - campground spur	R1	-0.02
U-LR-F-086	Not designated	Unnecessary - campground spur	R1	-0.02
U-LR-F-087	Not designated	Unnecessary - campground spur	R1	-0.02
U-LR-F-088	Not designated	Unnecessary - campground spur	R1	-0.02
U-LR-F-090	Not designated	Unnecessary - campground spur	R1	-0.02
U-LR-F-091	Not designated	Unnecessary - campground spur	R1	-0.01
U-LR-F-092	Not designated	Unnecessary - campground spur	R1	-0.01
U-LR-F-042	Not designated	Unnecessary - private access	R1	-0.19
U-LR-F-043	Not designated	Unnecessary - private access	R1	-0.13
U-LR-F-127	Not designated	Unnecessary - private access	R1	-0.13
60198	Not designated	resource issue	R1	-0.06
U042327C	Not designated	resource issue	R1	-0.29
U042333A	Not designated	resource issue	OHV1	-0.03
U042334B	Not designated	resource issue	R1	-0.03
U042334C	Not designated	resource issue	R1	-0.02
U161927F	Not designated	resource issue	R1	-0.30
U172728D	Not designated	resource issue	OHVC	-1.85
U-LR-F-034	Not designated	resource issue	R1	-0.11
U-LR-F-081	Not designated	resource issue	R1	-0.20
U-LR-F-082	Not designated	resource issue	R1	-0.31
U-LR-F-093	Not designated	resource issue	R1	-0.03
U-LR-F-096A	Not designated	resource issue	R1	-0.07
U-LR-F-098	Not designated	resource issue	R1	-0.09
U-LR-F-099	Not designated	resource issue	R1	-0.06
U-LR-F-125	Not designated	resource issue	R1	-0.17
UR-LR-A004	Not designated	resource issue	R1	-0.07
U032311A	no access to dispersed camping	resource issue		
U032323A	no access to dispersed camping	resource issue		
U042334C	no access to dispersed camping	resource issue		
U0623310A	no access to dispersed camping	resource issue		
U111315C	no access to dispersed camping	resource issue		
U111315C2	no access to dispersed camping	resource issue		
U162606A	no access to dispersed camping	resource issue		
U172628F	no access to dispersed camping	resource issue		
U172718A	no access to dispersed camping	resource issue		
U172728B	no access to dispersed camping	resource issue		
U212423C	no access to dispersed camping	resource issue		
U23-17CC	no access to dispersed camping	resource issue		
U23-17S	no access to dispersed camping	resource issue		
U232013A	no access to dispersed camping	resource issue		
U25-10H	no access to dispersed camping	resource issue		
U-LR-F-093	no access to dispersed camping	resource issue		
U-LR-F-128	no access to dispersed camping	resource issue		

FEIS Route	Change	Rationale	Use Code	Miles Changed
UR-LR-A011	no access to dispersed camping	resource issue		
		Total Road Change		-4.67
		Total OHV Change		-0.33
		Total ATV Change		0.51
		Total Motorcycle Change		1.31
		TOTAL MILEAGE CHANGE		-3.18

## APPENDIX B

### ROUTE TABLES

The following tables list information for the Selected Alternative including route number, route name, route type (road or trail), and seasonal open period. Based on public comments, the seasonal open periods have been simplified. "Trails open to all vehicles greater than 50 inches" (described in the DEIS have been modified to "Trails open to OHV").

R = ROAD

TRAILS:

OHV = OPEN TO VEHICLES GREATER THAN 50 INCHES

ATV = OPEN TO VEHICLES LESS THAN 50 INCHES

2WL = OPEN TO TWO-WHEELED VEHICLES ONLY

Open Period Codes for Roads and Trails

- 1 Jan 1 - Dec 31 open year round
- A May 22 through September 7
- B July 1 through September 30
- C July 1 through November 15
- D May 22 through September 30
- E April 1 through December 14

examples:

R1 = Road open year round.

RB = Road open July 1 – September 30.

ATVC = Trail open to ATVs and two-wheeled vehicles seasonally, July 1 through November 15

OHV1 = Trail open to vehicles greater than 50 inches year round

**ROADS AND TRAILS FOR THE SELECTED ALTERNATIVE BY RANGER DISTRICT**

CHALLIS-YANKEE FORK			
ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40013	YANKEE FORK	8.31	R1
40021	POTHOLE	3.59	R1
40022	BUFFALO CAMP	0.29	R1
40023	JULIETTE BASIN	0.80	R1
40025	BUFFALO RIDGE	3.81	R1
40028	SQUAW BASIN	2.59	R1
40031	KELLY CREEK	1.16	R1
40032	BASIN BUTTE - RED MOUNTAIN	11.53	R1
40033	JERRYS CREEK	0.58	R1
40034	BASIN CREEK	2.37	R1
40035	RANKIN CREEK	2.89	R1
40036	COW CAMP TIMBER SALE SPUR 1	0.19	R1
40038	PEACH CREEK	6.37	R1
40039	RAMEY CREEK	1.20	R1
40040	THOMPSON CREEK	6.60	R1
40041	SQUAW CREEK	5.25	R1
40044	CINNABAR CREEK	0.99	R1
40045	TREALOR CREEK	3.29	R1
40045	TREALOR CREEK	1.19	RB
40048	CINNABAR SPUR #1	3.40	R1
40049	CINNABAR SPUR #2	0.66	R1
40050	BLOCK CREEK SPUR	0.54	R1
40051	BAYHORSE	4.27	R1
40052	KEYSTONE MOUNTAIN	4.47	R1
40054	TRAIL CREEK ADMIN. SITE	0.24	R1
40055	MORGAN CREEK - PANTHER CREEK	10.45	R1
40056	GOOSEBERRY	5.52	R1
40057	WEST FORK MORGAN CREEK	2.33	R1
40058	LICK CREEK	3.52	R1
40060	PIG CREEK	3.47	R1
40061	VAN HORN CREEK	3.61	RB
40061-A	VAN HORN SPUR	0.50	RB
40063	DEAD CAT CANYON	1.58	R1
40064	TABLE MOUNTAIN	4.00	R1
40065	POTATO MOUNTAIN	2.73	R1
40066	ELLIS CREEK	1.06	R1
40067	ANNIE ROONEY CREEK	2.44	RB
40067-A	ANNIE ROONEY CREEK SPUR A	0.32	RB
40069	BUSTER LAKE	0.52	R1
40069	BUSTER LAKE	5.37	RE
40070	CUSTER MOTORWAY	28.57	R1
40071	CUSTER CAMPGROUND 2	0.18	R1
40072	CUSTER CAMPGROUND 1	0.11	R1
40073	LUCKY BOY AREA	6.20	R1
40074	WEST FORK YANKEE FORK	1.36	R1
40075	ESTES MOUNTAIN - EIGHT MILE	4.28	R1
40076	MOSQUITO FLAT DAM	0.16	R1
40077	DRY GULCH	2.50	R1
40078	DAUGHERTY GULCH	1.38	R1

CHALLIS-YANKEE FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40079	JEFF'S FLAT	6.78	R1
40080	CHALLIS CREEK	9.90	R1
40082	ALLISON CREEK - N. FORK COW CREEK	4.99	R1
40085	NOHO	5.08	R1
40086	SLEEPING DEER	9.78	R1
40089	UPPER ALLISON CREEK	2.67	R1
40090	TWIN PEAKS	2.21	R1
40091	CHALLIS CREEK LAKES	3.92	R1
40092	SPRUCE LAKE	4.94	R1
40093	MORGAN CREEK	1.09	R1
40094	MORSE CREEK	2.61	R1
40095	FALLS CR	0.22	R1
40096	PATTERSON - EIGHT MILE	3.08	R1
40097	NORTH FORK BIG CREEK	0.50	R1
40099	BIG GULCH	2.71	RB
40106	DRY CANYON	0.63	R1
40107	MILL CREEK	1.75	R1
40108	GROUSE PEAK	3.04	R1
40109	TRAIL CREEK	4.14	R1
40110	SPUD BASIN - GROUSE PEAK	11.71	R1
40111	LEATON GULCH - LAWSON CREEK	8.88	R1
40112	LIME CREEK - GROUSE CREEK	6.65	R1
40114	ROCK SPRINGS CANYON	1.52	R1
40115	CHRISTIAN GULCH	2.89	R1
40116	DOUBLESPRINGS	6.61	R1
40117	HORSE HEAVEN PASS	5.28	R1
40118	UPPER PAHSIMEROI	5.78	R1
40129	MORGAN CREEK SUMMIT	1.51	R1
40131	FRED AND MARY DRAW	0.80	R1
40132	COAL CREEK	1.41	R1
40132	COAL CREEK	0.71	RB
40139	ELKHORN RIDGE	1.42	R1
40141	JOES GULCH RIDGE	2.13	R1
40150	AMERICAN CREEK	7.36	RB
40159	LOWER HARDEN SPUR #4	1.01	RB
40165	EAST BASIN	3.71	R1
40169	PATS CREEK WEST FORK	1.27	R1
40170	CRANE BASIN RIDGE	0.93	R1
40172	BEAVER - LOON	9.12	R1
40173	PATS CREEK	2.83	R1
40176	LITTLE WEST FORK	3.90	R1
40178	BLOW FLY	1.53	R1
40183	LOWER HARDEN	12.76	RB
40184	PENNAL GULCH, SOUTH FORK	1.15	R1
40185	LEATON GULCH RIDGE	1.95	R1
40186	LAWSON CREEK, SOUTH FORK	4.26	R1
40187	TRAIL CREEK SPRING	1.37	R1
40188	TRAIL CREEK RIDGE	1.44	R1
40189	LAWSON - MIDDLE FORK	0.45	R1
40190	MILL CREEK CAMPGROUND	0.19	R1
40201	COW CAMP TIMBER SALE	1.64	R1

CHALLIS-YANKEE FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40202	FOURTH OF JULY	2.61	R1
40206	SPRING BASIN	0.27	R1
40213	ALLISON CREEK	4.98	R1
40219	GOOSEBERRY SPUR 3	0.91	R1
40222	GOOSEBERRY SPUR 2	0.95	R1
40224	GOOSEBERRY ROAD SPUR 1	0.19	R1
40225	UPPER ALLISON CREEK SPUR	0.81	R1
40226	STEPHENS GULCH	1.57	R1
40228	SHEEP CREEK - GOOSEBERRY CREEK	0.84	R1
40228-A	SHEEP CREEK SPUR A	2.04	R1
40228-B	SHEEP CREEK SPUR B	3.04	R1
40229	INYO CREEK	0.43	R1
40231	IMA MINE ACCESS	1.87	R1
40237	GREYLOCK CAMPGROUND	0.03	R1
40241	MEADOW SPUR	1.27	R1
40243	FISHING ACCESS ROAD	0.24	R1
40244	PATTERSON SPUR 3	2.04	R1
40245	KEYSTONE MOUNTAIN	1.13	R1
40246	PINE SUMMIT WOOD ROAD	0.77	R1
40250	SLAB BARN	1.57	R1
40251	JEFF'S FLAT SPUR 4	0.42	R1
40252	JEFF'S FLAT SPUR 5	1.12	R1
40253	JEFF'S FLAT SPUR 6	1.71	R1
40255	WHITE VALLEY CCC	0.52	R1
40256	BIG HILL GULCH	6.55	R1
40256-A	BIG HILL GULCH SPUR	1.10	RB
40258	FLUORSPAR MINE	6.41	R1
40259	DAUGHERTY RIDGE	1.58	R1
40260	BIG HILL RIDGE	0.99	R1
40262	KEYSTONE MINE ROAD #1	3.21	R1
40264	KEYSTONE MINE ROAD #2	0.47	R1
40266	SAWMILL CREEK	0.51	R1
40267	WEST FORK PAHSIMEROI	3.02	R1
40268	CARLSON LAKE	4.00	R1
40272	SOUTH FORK CHRISTIAN GULCH	0.83	R1
40274	CHRISTIAN GULCH SPUR 1	1.69	R1
40282	PENNAL GULCH	0.93	R1
40283	LIME CREEK	0.92	R1
40284	CRANE BASIN	1.40	R1
40286	LIME CREEK	1.38	R1
40288	ROCK SPRING - DEAD CAT	0.99	R1
40289	VALLEY CREEK JEEP	2.75	R1
40290	SHEEP DRIVEWAY ROAD	1.01	R1
40291	VALLEY CREEK RIDGE	2.69	R1
40294	DRY CREEK RIDGE	0.08	R1
40305	DOUBLE SPRINGS PASS	2.30	R1
40306	GERRY GULCH	1.96	R1
40307	TWIN SPRINGS LOOP	0.79	R1
40308	TWIN SPRINGS	0.83	R1
40309	DRAKE DRAW	1.62	R1
40310	BUCK CREEK RIDGE	1.32	R1

CHALLIS-YANKEE FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40311	HORSEHEAVEN RIDGE	0.68	R1
40312	CAYUSE CANYON	1.00	R1
40313	MAHOGANY CREEK BENCH	0.76	R1
40314	MUD SPRINGS	0.27	R1
40318	UPPER MAHOGANY	1.09	R1
40319	BASIN BUTTE LOOKOUT	1.96	R1
40324	TRAIL CREEK SPUR	0.48	R1
40328	JOES GULCH	3.80	R1
40329	BONANZA YCCC	0.44	R1
40330	BONANZA SPRING	0.66	R1
40333	ROCK CREEK	0.85	R1
40337	POTATO SPUR 1	3.48	R1
40341	ALDER CREEK	3.08	R1
40345	GROUSE RIDGE	1.58	R1
40356	LIGHTNING LAKE	2.85	R1
40367	BLIND CREEK CAMPGROUND	0.09	R1
40368	FLATROCK CAMPGROUND	0.13	R1
40369	POLECAMP CAMPGROUND	0.21	R1
40370	SILVER CREEK	1.21	R1
40372	LYON CREEK	2.18	R1
40374	LYON CREEK MINE	0.61	R1
40378	WEST FORK BEARDSLEY CREEK	2.52	R1
40380	SKYLARK	0.90	R1
40381	RAMSHORN	0.80	R1
40382	LITTLE BAY HORSE LAKE	0.78	R1
40383	BAYHORSE LAKE CAMPGROUND	0.20	R1
40384	BIG A	2.24	R1
40385	CABIN CREEK - CASH CREEK JEEP TRAIL	7.62	R1
40388	BROKEN RIDGE	0.84	R1
40396	GROUSE CREEK SPUR	1.56	R1
40400	BOOT HILL	0.35	R1
40409	CHRISTIAN GULCH SPUR	0.73	R1
40413	MORSE CREEK CAMPGROUND	0.06	R1
40418	DRY CANYON	4.32	R1
40426	WEST FORK CHRISTIAN GULCH	1.28	R1
40428	MAHOGANY CREEK	0.95	R1
40461	GROUSE CREEK	2.68	R1
40530	KINNIKINIC	1.95	R1
40537	SOUTH FORK OF TWIN CREEK	5.05	R1
40538	CHAPLAIN ROAD	0.86	R1
40583	MAHOGANY HILL	3.77	R1
40586	MAHOGANY HILL SPUR 1	1.63	R1
40587	MULKEY GULCH	1.28	R1
40588	DARLING CREEK - WEST FORK ROAD	0.86	R1
40589	EIGHT MILE CAMPGROUND	0.20	R1
40591	RED ROCK CREEK	0.50	R1
40598	EAST NORANDA SPUR	1.99	RB
40600	MOSQUITO FLAT TERRACE	1.01	RB
40609	MOSQUITO FLAT CAMPGROUND	0.18	R1
40609-A	MOSQUITO FLAT BOAT RAMP ACCESS	0.06	R1
40612	CHARLES DICKENS MINE	1.77	R1

CHALLIS-YANKEE FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40639	PINE SUMMIT SHORT CUT	0.27	R1
40642	KEEFER ROAD	0.30	R1
40644	DARLING CREEK	1.58	R1
40645	SPRING SPUR 1	0.66	R1
40646	SPRING ROAD	0.35	R1
40653	ANNIE ROONEY SPUR	0.62	RB
40655	SILVER CREEK SPUR	0.55	R1
40695	TRAIL CR.	2.94	RB
40698	CHRISTIAN GULCH SPUR 1	1.27	R1
40699	CHRISTIAN GULCH SPUR, SOUTH FORK	0.92	R1
40700	SILVER BELL	0.58	R1
40703	WATER TANK	1.04	R1
40717	HAPPY HOLLOW	0.26	R1
40718	BONANZA CCC	0.86	R1
40719	BUFFALO RIDGE SPUR	0.46	R1
40723	HOLE IN ROCK CREEK	1.89	R1
40724	HOLE IN ROCK SPUR 1	0.94	R1
40725	HOLE IN ROCK SPUR 2	0.85	R1
40726	HOLE IN ROCK SPUR 3	0.67	R1
40727	HOLE IN ROCK SPUR 4	0.32	R1
40728	FALLS CREEK SPUR	0.72	R1
40737	CHRISTIAN GULCH SPUR	0.12	R1
60083-O	PEEL TREE SPUR O	0.11	R1
U01-02A		0.18	R1
U111315C		0.29	R1
U121804B		0.31	R1
U141-09G		0.16	R1
U141-09H		0.08	R1
U141-09I		0.10	R1
U141-19BR		0.18	R1
U141-19BT		0.05	R1
U141-20GB		0.11	R1
U141-20JB		0.76	R1
U141-20JV		0.62	R1
U161836C		0.10	R1
U204		0.45	RB
U22-07E		0.43	R1
U22-07J		0.50	R1
U23-17CC		0.37	R1
U23-17S		1.12	R1
U25-10G		0.66	R1
U25-10H		0.41	R1
U27-01MMM		0.92	R1
U80-98Z		0.16	R1
TOTAL		538.20	

CHALLIS-YANKEE FORK TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40029	MARTIN CREEK	2.16	ATVB

CHALLIS-YANKEE FORK TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40034	BASIN CREEK	2.89	ATV1
40041	SQUAW CREEK	2.22	ATVB
40045	TREALOR CREEK	0.38	2WLB
40045	TREALOR CREEK	2.44	ATVB
40062	CORRAL CREEK	0.85	2WLB
40075	EIGHTMILE ESTES	5.85	ATV1
40092	SPRUCE LAKE	1.75	ATV1
40113	MEADOW CREEK	3.53	ATV1
40263	KEYSTONE RIDGE	0.23	ATV1
40265	KEYSTONE RIDGE SPUR 1	0.38	ATV1
40268	CARLSON LAKE	1.90	ATV1
40304	EAST FORK VALLEY CREEK	1.09	OHV1
4032	HAY-KNAPP CREEK	12.57	2WL1
4032	HAY-KNAPP CREEK	5.60	ATV1
40332	LEFT FORK RANKIN CREEK	0.82	OHV1
40341-A	ALDER CREEK SPUR	0.77	OHV1
40361	UPPER YANKEE FORK	0.96	2WL1
4037.03	EAST FORK VALLEY	10.02	2WL1
4038	BASIN BUTTE-PROSPECT CRK	4.61	2WL1
4039	VALLEY CREEK	2.68	ATV1
4041	SUNDAY	3.72	2WL1
4042	LT BASIN CUTOFF	2.14	2WL1
4051	TOOLBOX-HERD CREEK	0.45	2WL1
40640	PINE SUMMIT SPUR C	1.10	OHV1
40690	SNAKE TRAIL RIDGE ROAD	3.72	ATV1
4072	PATTERSON-MORSE CREEK	1.47	ATV1
4073	MORSE CREEK CANYON	2.40	2WLA
4074	EAST FORK PATTERSON CRK	2.65	ATV1
4075	NORTH FORK BIG CREEK	8.47	2WL1
4076	SNOW BANK	0.32	2WL1
4079	BIG GULCH	1.75	2WLB
4096	KINNIKINIC CREEK	2.35	ATV1
4113	CABIN-PIONEER CREEK	2.23	2WL1
4114	EAST MAYFIELD - YANKEE FK	5.66	2WL1
4134	CAMAS-EDDY CREEK	4.46	2WL1
4135	BLACK-ALDER CREEK	1.35	2WL1
4136	EDDY LAKE	3.47	2WL1
4138	DARLING-CASTLE CREEK	6.55	2WL1
4139	VAN HORN	2.59	2WL1
4142	LICK CREEK	2.02	2WL1
4143	WEST FORK MORGAN CREEK	2.32	2WL1
4144	LITTLE WEST FORK	0.42	2WL1
4145	EDDY BASIN	2.66	2WL1
4147.1	CHALLIS CREEK	1.80	2WL1
4148	ELEVEN MILE - MARTIN CREEK	6.09	2WLB
4149	SQUAW CREEK	3.87	2WLB
4151	McKAY - ELEVEN	4.17	2WLB
4152	BUSTER LAKE	4.13	2WLB
4153	FANNYS HOLE	3.91	ATVC
4155	WEST FORK YANKEE FORK	8.99	2WL1
4155	WEST FORK YANKEE FORK	1.01	ATV1

CHALLIS-YANKEE FORK TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
4157	DEADWOOD CREEK	5.74	2WL1
4158	SAWMILL CREEK	3.36	2WL1
4159	TREALOR CREEK	4.01	ATV1
4161	FIVE MILE CREEK	6.07	2WL1
4162	PEACH - CINNABAR	13.80	2WL1
4163	REAMEY - FIVE MILE	6.48	2WL1
4164	CUSTER LOOKOUT CUTOFF	0.72	2WL1
4165	GARDNER CREEK	6.34	2WL1
4166	BURNT CREEK	3.93	2WL1
4167	UPPER HARDEN CREEK	2.23	ATVB
4168	SILVER CREEK	2.32	2WL1
4169	PEACH MULEY CUTOFF	3.41	2WL1
4173	ALKALI SPRINGS	0.94	2WL1
4175	WOODS BASIN	1.44	ATV1
4176	JIMMY SMITH CREEK	2.25	2WL1
4177.02	SUMMERHOUSE CANYON	1.02	ATVB
4183.02	LAKE FORK	2.91	2WL1
4186	PINE-MCDONALD	4.07	2WL1
4187	MCDONALD TAYLOR	1.95	2WL1
4189	EAST PASS CREEK	4.69	2WL1
4193	IRON CREEK POINT	0.90	2WLB
4196	PARK FORK - LAKE FORK	2.75	2WL1
4201	BEEF PASTURE	1.67	2WLB
4203	EAST BASIN LAKE	1.02	2WL1
4205	SPUD - MARCO	3.91	2WL1
4206	HAPPY HALLOW -JULIETTE CK	7.62	2WL1
4234	WEST FORK LAKES	1.35	2WL1
4234.1	WEST FORK LAKES CUTOFF	1.27	2WL1
4241	ENNIS GULCH	4.56	2WL1
4242	POISON CREEK - COW CREEK	4.76	2WL1
4243	LITTLE MORGAN CK - COW CK	4.07	2WL1
4243	LITTLE MORGAN CK - COW CK	0.53	OHV1
4251	CORRAL CREEK - HAT CREEK	8.94	2WLB
4260		1.46	ATV1
4268		3.53	OHV1
4323	KELLY CREEK	1.69	ATV1
4326		4.27	ATV1
6093	BIG HAT CREEK	0.94	2WLB
6094	IRON MOUNTAIN	0.08	2WLB
6183.1	BIG TIMBER CREEK	1.36	2WL1
6184	ROCKY CREEK	0.36	2WL1
6185	PATTERSON CREEK	2.54	ATV1
6187	MIDDLE FK LITTLE TIMBER CR	0.49	2WL1
U092311B		0.57	OHV1
U102203A		0.24	OHV1
U112225A		0.46	OHV1
U112317A		0.21	OHV1
U112319A		1.10	OHV1
U112330B		0.93	OHV1
U122105A		0.78	OHV1
U122210B		0.82	OHV1

CHALLIS-YANKEE FORK TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U122227A		0.41	OHV1
U131821E		0.29	ATV1
U132009A		0.11	OHV1
U132010		0.09	OHV1
U132113A		0.19	OHV1
U132219B		0.75	OHV1
U141-20IU		0.41	OHV1
U141-20IV		0.47	OHV1
U141703A		1.03	OHV1
U27-01MM		0.24	OHV1
TOTAL		308.81	

LEADORE ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60001	LONG CANYON	2.43	R1
60001-A	LONG CANYON SPUR A	3.22	R1
60002	MEADOW LAKE	2.65	R1
60003	LEMHI UNION	3.03	R1
60006	MILL CREEK	6.17	R1
60008	HAYDEN CREEK	3.57	R1
60009	BEAR VALLEY CREEK	4.64	R1
60010	HAYDEN CREEK - MILL CREEK	15.11	R1
60010-A	HAYDEN-MILL SPUR A	0.88	R1
60010-B	HAYDEN-MILL SPUR B	0.78	R1
60010-E	BATES GULCH	0.56	R1
60012	GRIZZLY	7.59	R1
60012-A	GRIZZLY SPUR A	0.53	R1
60013	LEMHI PASS	2.83	R1
60016	HAYNES BASIN	5.91	R1
60016-A	HAYNES BASIN SPUR A	1.40	R1
60068	COPPER QUEEN MINE	0.50	R1
60073	TOBIAS CREEK	0.81	R1
60096	BIG EIGHTMILE	4.74	R1
60096-A	BIG EIGHTMILE CAMPGROUND	0.14	R1
60104	JAKES CANYON	0.29	R1
60104-A		0.09	R1
60105	TIMBER CREEK	4.75	R1
60125	RELAY STATION	0.81	R1
60130	CRUIKSHANK	4.14	R1
60149	FLUME CREEK	12.26	RA
60149-A	FLUME CREEK SPUR A	0.34	RA
60152	BALDY BASIN	2.26	R1
60162	KADLETZ CREEK	2.99	R1
60172	MIDDLE FORK TIMBER CREEK	2.33	R1
60172-A	M.FK. LITTLE TIMBER LWR CAMPGROUND	0.56	R1
60176	WILDCAT CREEK	0.57	R1
60177	HAWLEY DIVIDE	10.74	R1
60184	KENNEY WOOD ROAD	5.10	R1
60185	WARM SPRINGS	13.36	R1
60186	KENNEY CREEK	8.91	R1
60194	FORD CREEK	2.21	R1
60195	PAYNE CREEK	2.75	R1
60199	BASIN CREEK	1.08	R1
60205		0.47	R1
60207	STONE RESERVOIR CAMPGROUND	0.31	R1
60211	DEER CREEK	0.75	R1
60212	NEZ PERCE SPRING	2.70	R1
60222	LITTLE BEAR CAMPGROUND	0.06	R1
60223	HAWLEY CREEK CAMPGROUND	0.20	R1
60251	BRUCE CANYON	0.42	R1
60275	HAWLEY CREEK	1.93	R1
60279	RESERVOIR ROAD	1.19	R1
60303	LITTLE EIGHTMILE	0.97	R1
60306	PORTLAND MOUNTAIN	2.33	R1
60350	HAYNES CREEK	0.13	R1

LEADORE ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60427	K MTN ROAD	4.80	R1
60452	WRIGHT CREEK	1.03	R1
60704	BEAR VALLEY HORSE CAMP	0.19	R1
60705	BEAR VALLEY CAMPGROUND	0.17	R1
64004	BIG EIGHT - LEE	2.94	R1
64004	BIG EIGHT - LEE	1.62	RA
64011	RAY MINE	1.61	R1
64012	BLUE JAY MINE	3.73	R1
64014	EVERTS	1.82	R1
64015	SWAN BASIN	4.29	R1
64015-A	SWAN SPUR A	0.45	R1
64015-B	SWAN SPUR B	0.18	R1
64016	BROWN BULL	3.52	R1
64017	HILLTOP	2.61	R1
64018	MEADOW CREEK	1.69	R1
64019	LITTLE BEAR	3.42	R1
64020	WHEETIP	2.07	R1
64026	WIMPEY CREEK	5.16	R1
64027	SOURDOUGH CONNECTOR	0.75	R1
65005	HOT SPRINGS	0.94	R1
65030	UPPER WITHINGTON	1.90	R1
65031	WITHINGTON CREEK	4.15	R1
65041	HARMONY MINE	2.38	R1
U142502E		0.21	R1
U142502F		0.57	R1
U142502G		0.96	R1
U142625A		0.15	R1
U152412A		3.88	R1
U152412C		0.52	R1
U152424B		0.21	R1
U152534A		0.21	R1
U162402A		0.16	R1
U172325A		0.48	R1
U172325B		0.52	R1
U172523A	WEST FORK EIGHTMILE CREEK	1.22	R1
U172622A3		0.07	R1
U172735B		0.43	R1
U182236E		0.77	R1
U192401A32		0.20	R1
U192506B		0.26	RA
U192514H	LEMHI PASS AREA	0.57	R1
U202003B		0.11	R1
U202003E		0.11	R1
U202333A		0.89	R1
U202507H		0.73	R1
TOTAL		219.12	

LEADORE TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
4076	SNOWBANK	0.77	2WL1
60199	LOWER BEAR GULCH	1.44	OHV1
60206	DAIRY CREEK	2.48	OHV1
60496	EVERSON CREEK	3.26	OHV1
60497	STROUD CREEK	3.05	OHV1
6096	HAYNES CREEK	1.75	2WL1
6096	HAYNES CREEK	1.31	ATV1
6099	WAY 91	2.08	ATV1
6111	CONTINENTAL DIVIDE NST	0.84	OHV1
6118	CAROL CREEK	2.49	2WLA
6119	CHENEY CREEK	3.05	2WL1
6127	CABIN CREEK	3.33	2WL1
6178	BASIN CREEK - HIGH	5.83	2WL1
6179	BEAR VALLEY LAKES NATIONAL REC. TRAIL	5.45	2WL1
6179.1	BEAR VALLEY LAKES CUTOFF NRT	1.11	2WL1
6180	HAYDEN CREEK	9.55	2WLA
6183	BIG EIGHTMILE	1.88	2WL1
6183	BIG EIGHTMILE	3.45	ATV1
6183.1	BIG TIMBER CREEK	9.04	2WL1
6184	ROCKY CREEK	4.41	2WL1
6185	PATTERSON	5.93	ATV1
6187	MIDDLE FORK LITTLE TIMBER CREEK	3.44	2WL1
6233	MULKEY CREEK	1.85	2WL1
6341	BIG EIGHTMILE LAKE	0.63	ATV1
6343	ROCKY CANYON	2.96	2WL1
64025	GOLDSTONE PASS	2.77	ATV1
U132720A		0.39	ATV1
U132721A		1.52	ATV1
U132728A		0.43	ATV1
U132729A		0.66	ATV1
U132730A		1.03	ATV1
U141-08B		0.41	OHV1
U142730A		2.99	ATV1
U152425A		1.29	ATV1
U152535A		1.96	ATV1
U162501A		5.50	OHVC
U162602A		1.54	OHVC
U162606A		0.78	OHVC
U162609F		0.81	ATV1
U162615A		0.75	OHV1
U162615B		0.21	OHV1
U162616E		0.37	ATV1
U162622A		0.58	OHV1
U162719B		0.31	OHV1
U172030E		2.43	OHV1
U172622B		0.22	OHV1
U172622F		2.07	OHVC
U172628F		0.55	OHVC
U172635A		2.71	OHVC

LEADORE TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U172635B		0.30	OHVC
U172718A		1.25	OHV1
U172728B		1.12	OHV1
U172729A		2.13	ATVC
U172733A		5.14	OHV1
U172733B		3.26	OHV1
U192304A		0.85	OHV1
U202210C		1.26	OHV1
U202411B		0.67	ATV1
U202415A		0.49	ATV1
U212423C		1.44	ATV1
TOTAL		131.57	

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40002	UNCLE IKE	0.39	R1
40043	CORRAL CANYON	1.01	R1
40098	FAIRVIEW GUARD STATION	0.19	R1
40101	SAWMILL CREEK	8.92	R1
40102	SQUAW CREEK	7.44	R1
40103	BULL CR RD	1.05	R1
40104	REDROCK LOOP	4.35	R1
40105	TIMBER CREEK	2.11	R1
40116	DOUBLE SPRINGS ROAD	5.12	R1
40121	BIG CREEK	1.64	R1
40122	PASS CREEK ROAD	10.48	R1
40123	BULL CREEK SPUR	0.08	R1
40124	CEDARVILLE CANYON	1.32	R1
40125	ARCO PASS	7.08	R1
40126	DEEP CREEK	0.53	R1
40127	UPPER CEDAR CREEK	0.20	R1
40128	NORTH FK BIG LOST	13.06	R1
40134	NORTH FK BIG LOST	4.77	R1
40135	COPPER BASIN	35.73	R1
40136	WILDHORSE	9.53	R1
40137	ANTELOPE CREEK ROAD	7.49	R1
40138	COPPER BASIN LOOP ROAD	17.17	R1
40140	PARK CREEK ROAD	1.07	R1
40142	BURMA ROAD	10.72	R1
40144	ALDER CREEK ROAD	10.17	R1
40148	BADGER CREEK	0.66	R1
40149	SUMMERHOUSE CANYON	1.66	R1
40156	PARK CREEK CAMPGROUND	0.19	R1
40157	NORTH CREEK	0.31	R1
40162	CASKEY ROAD	0.16	R1
40163	FISHING ACCESS	0.69	R1
40168	BIG FALL CREEK	2.04	R1
40171	MILL CREEK ROAD	0.78	R1
40192	CORRAL CREEK COW CAMP	0.58	R1
40194	CAMP CREEK MINE	1.11	R1
40194-A	CAMP CREEK MINE	1.44	R1
40205	LEHMAN CREEK	4.21	R1
40207	WINDY DEVIL	2.98	R1
40208	TRAIL CREEK ROAD	10.57	R1
40210	MARSH CANYON ROAD	1.24	R1
40211	BLAZE CANYON	1.68	R1
40214	SANDS CANYON	4.87	R1
40216	DOUBLESPRINGS	0.38	R1
40217	DOUBLESPRINGS	0.09	R1
40218	LEADBELT/FISH CREEK PASS	5.54	R1
40220	LEFT FORK IRON BOG CREEK	2.99	R1
40221	RIGHT FORK IRON BOG CREEK	4.06	R1
40223	DRY FORK CREEK	2.72	R1
40223-B	DRY FORK CREEK SPUR B	0.42	R1
40228-A	SHEEP CREEK SPUR A	1.29	R1
40270	MUD LAKE	0.19	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40273	ELBOW CANYON	2.56	R1
40275	BRIGGS CANYON	1.45	R1
40276	RAMSHORN CANYON	1.48	R1
40277	DEER CREEK	2.39	R1
40278	DEER CREEK PASS	0.03	R1
40279	BIRCH SPRINGS	0.76	R1
40393	COPPER BASIN G.S. LOOP	0.21	R1
40402	FOSS MOUNTAIN	1.87	R1
40403	BLACK CREEK	1.01	R1
40404	CEDER RUN ROAD	0.74	R1
40405	WILLIAMS CREEK	1.59	R1
40410	BURNT CREEK ROAD	1.54	R1
40411	SAWMILL GULCH	1.70	R1
40415	JONES CREEK	0.12	R1
40416	WET CREEK	1.12	R1
40417	COAL CREEK	0.62	R1
40420	BEAR MTN.	0.02	R1
40421	LEFT FORK ELBOW CANYON	2.05	R1
40422	TIMBER CREEK CAMPGROUND	0.46	R1
40423	ROCKY CANYON	1.38	R1
40424	SLIDE CREEK	0.12	R1
40427	CAVE GULCH	0.22	R1
40429	METHODIST CREEK	1.66	R1
40430	BEAR CREEK	1.08	R1
40431	VAN DORN CANYON	2.39	R1
40432	VAN DORN CUTOFF	0.67	R1
40432-A	VAN DORN CUTOFF SPUR #1	0.57	R1
40434	LONG LOST CREEK	3.66	R1
40435	FOWLER SPRING	0.37	R1
40441	SOUTH CAMP CREEK MINES	2.09	R1
40444	BARTLETT BURNT	2.01	R1
40446	CABIN FORK	4.30	R1
40449	WARM CREEK ROAD	0.89	R1
40451	HORSE LAKE	0.11	R1
40459	NORTH REDROCK	0.46	R1
40460	REDROCK SPUR	0.69	R1
40471	CABIN CREEK	0.52	R1
40472	RAMEY CREEK	1.82	R1
40473	CHIMNEY GULCH ROAD	1.42	R1
40474	RIO GRANDE	0.89	R1
40475	PARK CANYON	0.00	R1
40476	MILLER CANYON	2.23	R1
40477	HUNTER CREEK	1.23	R1
40478	WILDHORSE CAMPGROUND	0.33	R1
40482	KANE FLAT	1.64	R1
40482-A	KANE FLAT SPUR #1	0.54	R1
40482-B	KANE FLAT SPUR #2	1.01	R1
40483	STARHOPE CAMPGROUND	0.26	R1
40485	EAST FORK RIVER ACCESS	1.30	R1
40487	RIDER CREEK	0.22	R1
40490	LEHMAN BASIN	3.20	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40491	LEHMAN RIDGE	4.52	R1
40492	HORSE WALLOW	0.95	R1
40493	CORRAL CREEK/WEST NAVARRE	1.10	R1
40495	EAST FORK NAVARRE	2.33	R1
40496	BLACK DAISY CANYON	1.17	R1
40497	BIG LOST RIVER ACCESS	0.33	R1
40498	MAHOGANY GULCH	0.87	R1
40499	PHI KAPPA CAMPGROUND	0.27	R1
40500	LOWER CEDAR CREEK	0.94	R1
40500-A	LOWER CEDAR CREEK	0.38	R1
40501	PHI KAPPA MINE	1.61	R1
40502	LITTLE FALL CREEK	3.37	R1
40503	FALL CREEK	0.25	R1
40506	BROAD CANYON	0.70	R1
40507	LAKE CREEK	0.17	R1
40508	STARHOPE	4.46	R1
40510	MULDOON CANYON	4.52	R1
40511	GREEN LAKE	2.34	R1
40512	BELLAS CANYON	0.21	R1
40513	COPPER BASIN MINE	2.50	R1
40514	ANDERSON CANYON	1.49	R1
40515	THE SWAMPS	1.47	R1
40516	STEWART CANYON	0.93	R1
40517	MAMMOTH CANYON	2.79	R1
40518	WEST FORK FISHING ACCESS	0.91	R1
40519	CORRAL CREEK	0.09	R1
40521	CHERRY CREEK	3.17	R1
40522	SMILEY MEADOWS	1.65	R1
40523	QUIGLEY BEAR LOOP	5.68	R1
40524	COPPER BASIN GUARD STATION	0.08	R1
40525	BIG BLIND CANYON	0.98	R1
40527	DEER BASIN	1.85	R1
40528	JAGGLES CANYON	1.30	R1
40531	DARLINGTON ROAD	1.01	R1
40532	CLIFF CREEK	2.82	R1
40533	BRIGGS CANYON RIGHT FORK	1.33	R1
40533-A	BRIGGS CANYON SPUR	1.09	R1
40534	ARCO PASS WEST FORK	2.12	R1
40539	LORISTICA	1.86	R1
40554	BULLION CANYON	1.74	R1
40557	HOWE PEAK	5.05	R1
40559	JUMPOFF PEAK	5.55	R1
40560	HOWE PEAK RIDGE	2.46	R1
40561	WOOD CANYON	5.01	R1
40562	WOOD CANYON SPUR #1	0.68	R1
40563	WOOD CANYON SPUR #2	0.75	R1
40566	HORSETHIEF CANYON	3.99	R1
40566-B	HORSETHIEF CANYON SPUR #2	0.49	R1
40569	HORSETHIEF CANYON SPUR #3	0.81	R1
40570	IRON CREEK	1.19	R1
40571	HORSETHIEF CANYON SPUR #5	1.10	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40572	HORSETHIEF CANYON SPUR #6	0.68	R1
40575	DRY CANYON ANTELOPE	2.33	R1
40577	LEADBELT MINE	0.36	R1
4059	HIGHLINE	0.69	R1
40590	MIDDLE BROWN CANYON	0.09	R1
40594	VAN DORN SPUR	1.75	R1
40595	OLD IRON BOG C. G.	0.04	R1
40597	KANE KAPPA ROAD	2.87	R1
40601	MILLER - BEAR	2.82	R1
40603	ROCK CREEK	1.29	R1
40607	IRON BOG CAMPGROUND	0.44	R1
40616	NORTH FORK CEDARVILLE	2.63	R1
40617	HOWE PEAK SPUR	1.28	R1
40618	DRY FORK SPUR A	1.82	R1
40619	CAVE ROCK RIDGE	3.01	R1
40620	DRY CANYON SPUR A	0.42	R1
40621	LITTLE FALL CREEK SPUR	0.90	R1
40622	PHI KAPPA CREEK	0.15	R1
40623	WEST FORK FISHING ACCESS SPUR	0.23	R1
40625	KANE FLAT SPUR B	0.67	R1
40628	EAST FORK RIVER ACCESS SPUR	1.00	R1
40629	BIG LOST FISHING ACCESS SPUR	0.85	R1
40631	HES 507 ACCESS	0.40	R1
40632	DRY CANYON	0.63	R1
40633	POLE CREEK	0.28	R1
40647	LITTLE BOONE	0.87	R1
4066	KANE LAKE	0.06	R1
40661	ROCK CREEK SPUR	1.73	R1
40663	WILLOW CREEK SPUR 1	1.92	R1
40665	FREIGHTER SPUR 2	1.70	R1
40666	ROCK CREEK DAM	0.53	R1
40668	FREIGHTER SPUR 4	0.23	R1
40670	WILLOW CREEK SPUR 2	1.04	R1
40671	WILLOW CREEK SPUR 3	0.25	R1
40672	WILLOW CREEK SPUR 4	0.11	R1
40674	WILLOW CREEK SPUR 6	0.38	R1
40675	WILLOW CREEK SPUR 7	0.45	R1
40676	WILLOW CREEK SPRING	0.99	R1
40679	WILLOW CREEK SPUR 10	0.31	R1
40680	WILLOW CREEK SPUR 11	0.12	R1
40684	CLARK CANYON	0.75	R1
40685	CLARK CANYON SPUR	0.23	R1
40686	KING MOUNTAIN LAUNCH ROAD	1.17	R1
40687	KING CANYON ROAD	1.44	R1
40689	BIG SPRING	0.36	R1
40701	ARENTSON SPUR 1	0.44	R1
40704	ANDERSON CANYON	0.60	R1
40705	RAMSHORN CANYON SPUR#1	0.68	R1
40706	RAMSHORN CANYON SPUR#2	0.14	R1
40708	COMBE CANYON	0.76	R1
40711	EAST CANYON	0.23	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40712	MAHOGANY	0.86	R1
40713	N FORK SPUR 1	1.47	R1
40714	N FORK SPUR 2	0.45	R1
40729	SANDS CANYON	0.63	R1
40730	CHARCOAL CREEK	1.90	R1
40731	SMELTER CANYON	1.53	R1
40733	MAGPIE SPRINGS	2.17	R1
40735	MEADOW CREEK	0.71	R1
U032311A		0.30	R1
U032313B	DRY FORK	0.37	R1
U032321A		0.04	R1
U032323A		1.17	R1
U042222A		0.10	R1
U042314A		0.47	R1
U042314B		0.65	R1
U042322D		0.43	R1
U042323A		0.09	R1
U042323B		0.10	R1
U042324C		0.16	R1
U042334A		0.02	R1
U052115B		0.07	R1
U052211B		1.49	R1
U052314A		0.27	R1
U052323A		1.46	R1
U052701B		0.31	R1
U052701C		0.21	R1
U052711C		0.74	R1
U052817A		0.39	R1
U052826C		0.25	R1
U061903B		0.14	R1
U061907A		0.08	R1
U061907B		0.02	R1
U061909B		0.16	R1
U061909C		0.36	R1
U061909D		0.19	R1
U061917A		0.72	R1
U061917B		0.06	R1
U062005A		0.94	R1
U062005B		0.09	R1
U062008A		0.02	R1
U062009A		0.23	R1
U062009B		0.04	R1
U062016B		0.46	R1
U062016BQ		0.02	R1
U062016C		0.28	R1
U062016D		0.01	R1
U062016G		0.02	R1
U062016H		0.05	R1
U062016J		0.07	R1
U062016K		0.02	R1
U062127A		0.11	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U062301A		0.28	R1
U062301B		0.22	R1
U062310A		0.19	R1
U062313B		2.99	R1
U062314A		0.52	R1
U062314B		0.20	R1
U062704A		0.14	R1
U062723A		0.13	R1
U062723B		0.12	R1
U071915A		0.02	R1
U071926A		0.04	R1
U072020B		0.03	R1
U072030A		0.02	R1
U072033B		0.13	R1
U072033C		0.22	R1
U072033D		0.04	R1
U072208E		0.22	R1
U072217A		0.13	R1
U072217B		0.39	R1
U072217C		0.61	R1
U072321A		2.26	R1
U072324A		0.20	R1
U072324B		0.12	R1
U072326C		0.59	R1
U072328A		1.17	R1
U072336A		0.35	R1
U072336B		0.31	R1
U072336D		0.39	R1
U072336E		0.10	R1
U072336F		1.08	R1
U072336G		0.07	R1
U072403		0.06	R1
U072430A		1.14	R1
U072430B		0.30	R1
U072609A		0.22	R1
U072908B		0.11	R1
U072908D		1.61	R1
U082516A		0.34	R1
U082516B		0.13	R1
U082516C		0.91	R1
U082534D		0.02	R1
U082534E		0.09	R1
U082535A		1.49	R1
U082535D		0.07	R1
U082535E		0.10	R1
U082601A		0.16	R1
U082718A		1.20	R1
U092203A		1.01	R1
U102228A		0.32	R1
U102705A		1.14	R1
U102705C		0.01	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U102715C		0.11	R1
U112502A		0.17	R1
U122606A		0.35	R1
U122606B		0.04	R1
U122607A		0.06	R1
U122607B		0.04	R1
U122607C		0.04	R1
U122607D		0.06	R1
U122616A		0.18	R1
U122616B		0.03	R1
U122618B		0.03	R1
U122618C		0.06	R1
U122618D		0.02	R1
U122618E		0.02	R1
U122621A		0.02	R1
U132631D		0.20	R1
U132631E		0.02	R1
U141-19KA		0.09	R1
U141-19KR		0.19	R1
U141-19KZ		0.05	R1
U141-19L		0.15	R1
U141-19LM		0.02	R1
U141-19MF		0.09	R1
U141-19MG		0.12	R1
U141-19MH		0.06	R1
U141-19MT		0.14	R1
U141-19PL		0.03	R1
U141-19PT		0.07	R1
U141-19PX		0.04	R1
U141-19PZ		0.11	R1
U141-19XP		0.28	R1
U141-19YA		0.65	R1
U141-19YB		0.06	R1
U141-19YC		0.05	R1
U141-20HW		0.53	R1
U200		0.20	R1
U201		0.88	R1
U203		0.94	R1
U207		0.12	R1
U52-01CC		0.31	R1
U52-01EE		0.18	R1
U55-01D		0.00	R1
U55-01E		0.15	R1
U57-01A		0.08	R1
U57-03B		0.04	R1
U57-03D		0.05	R1
U57-03E		0.03	R1
U57-03F		0.07	R1
U59-05J		0.33	R1
U59-06A		1.67	R1
U59-11B		0.37	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U63-01D		0.50	R1
U63-01E		0.13	R1
U63-01G		0.23	R1
U80-1		0.09	R1
U80-19		0.36	R1
U80-20		0.16	R1
U80-3		0.27	R1
U-LF-062		0.04	R1
U-LR-22		0.10	R1
U-LR-F-001		0.22	R1
U-LR-F-009		0.10	R1
U-LR-F-010		0.16	R1
U-LR-F-016		0.17	R1
U-LR-F-020		0.11	R1
U-LR-F-023		0.10	R1
U-LR-F-024		0.45	R1
U-LR-F-026		0.28	R1
U-LR-F-032		0.12	R1
U-LR-F-033		0.20	R1
U-LR-F-035		0.05	R1
U-LR-F-036		0.04	R1
U-LR-F-037		0.09	R1
U-LR-F-038		0.10	R1
U-LR-F-039		0.40	R1
U-LR-F-041		0.15	R1
U-LR-F-044		0.04	R1
U-LR-F-046		0.09	R1
U-LR-F-048		0.06	R1
U-LR-F-049		0.14	R1
U-LR-F-050		0.07	R1
U-LR-F-051P		0.04	R1
U-LR-F-053		0.08	R1
U-LR-F-066		0.43	R1
U-LR-F-067		1.10	R1
U-LR-F-089		0.11	R1
U-LR-F-094		0.08	R1
U-LR-F-095		0.32	R1
U-LR-F-096		0.05	R1
U-LR-F-097		0.07	R1
U-LR-F-100		0.09	R1
U-LR-F-102		0.27	R1
U-LR-F-103		0.02	R1
U-LR-F-105		0.01	R1
U-LR-F-107		0.14	R1
U-LR-F-108		0.19	R1
U-LR-F-109		0.10	R1
U-LR-F-109A		0.01	R1
U-LR-F-111		0.16	R1
U-LR-F-117		0.14	R1
U-LR-F-118		0.29	R1
U-LR-F-119		0.02	R1

LOST RIVER ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U-LR-F-120		0.11	R1
U-LR-F-124		0.12	R1
U-LR-F-128		0.22	R1
UR-LR-A001		0.11	R1
UR-LR-A003		0.09	R1
UR-LR-A005		0.02	R1
UR-LR-A006		0.08	R1
UR-LR-A007		0.38	R1
UR-LR-A008		0.30	R1
UR-LR-A009		0.12	R1
UR-LR-A010		0.09	R1
UR-LR-A011		0.16	R1
UR-LR-A012		1.14	R1
UR-LR-A012B		0.21	R1
UR-LR-A014		0.06	R1
UR-LR-A015		0.14	R1
UR-LR-A019		0.10	R1
UR-LR-A024		0.28	R1
UR-LR-A027		0.17	R1
UR-LR-A028		0.08	R1
UR-LR-A029		0.08	R1
UR-LR-A034		0.06	R1
UR-LR-A039		0.07	R1
TOTAL		484.13	

LOST RIVER TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40103	BULL CREEK	0.68	2WL1
40104	REDROCK LOOP	1.99	ATV1
40105	TIMBER CREEK	2.75	ATV1
40143	NAVARRO	0.43	ATV1
40148	BADGER CREEK	1.70	ATV1
40148-A	BADGER CREEK	1.10	ATV1
40157	NORTH CREEK	7.40	ATV1
40193	VAN DORN SPUR	1.13	ATVA
40214	SANDS CYN - BIRD CYN	6.01	ATVA
40270	MUD LAKE	1.38	ATV1
40277	DEER CREEK	3.15	ATV1
40402	FOSS MOUNTAIN	2.38	ATV1
40424	SLIDE CREEK	0.72	ATV1
40431	VAN DORN CANYON	4.26	ATVA
40437	UNCLE IKE MINES	2.56	ATV1
40438	MORMAN GULCH MINES	0.98	ATV1
40442	NORTH CREEK CLAIMS	0.71	ATV1
40443	SOUTH CREEK	3.55	ATV1
40444	BARTLETT BURNT	1.64	ATV1
40445	BARTLETT CREEK	0.85	ATV1
40449	WARM CREEK ROAD	5.95	ATV1
40495	EAST FORK NAVARRE	1.59	ATV1

LOST RIVER TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40516	STEWART CANYON	0.91	ATV1
4054	PHI KAPPA	1.37	ATV1
4055	BURNT ASPEN	6.04	2WL1
4055	BURNT ASPEN	0.08	OHV1
40554	BULLION CANYON	0.18	ATV1
40559	JUMPOFF PEAK	3.17	ATV1
4056	WILDHORSE LOOKOUT	3.50	ATV1
40562	WOOD CANYON SPUR 1	0.77	ATV1
40573	HORSETHIEF CANYON SPUR 7	0.78	ATV1
40599	LITTLE BURNT	1.15	ATV1
4063	LITTLE KANE	1.31	ATV1
4064	LAKE CREEK	8.56	ATV1
4064.1	ROUGH LAKE CUTOFF	0.10	ATV1
4064.2	LONG LAKE CUTOFF TRAIL	0.73	ATV1
4064.3	GOLDEN LAKE CUTOFF TRAIL	1.10	ATV1
4069	SAWMILL CANYON	0.99	OHV1
4070	CORRAL-STEWART	7.78	ATV1
40709	BLOCK CANYON	1.74	ATV1
40736	ARCO PASS SPUR	2.21	ATV1
4076	SNOWBANK	11.65	2WL1
4076	SNOWBANK	1.27	ATV1
4078	S FORK BIG CREEK - IRON CREEK	2.11	2WL1
4079	BIG GULCH	1.40	2WLB
4080	BEAR CANYON - SAWMILL	3.55	2WL1
4091	SWAUGER LAKE	5.20	2WL1
4092	BEAR-WET CREEK TRAIL	3.69	2WL1
4094	BLACKTAIL - MUD LAKE	6.53	ATV1
4137	TIMBER CREEK	2.08	ATV1
4177.02	SUMMERHOUSE CANYON	0.80	ATVB
4192	NORTH FORK CEDARVILLE	1.42	ATV1
4193	IRON CREEK POINT	0.51	2WLB
4340	BUNTING CANYON	0.23	ATV1
4341	UNCLE IKE	4.20	ATV1
4343	NATURAL ARCH	0.09	OHV1
4347	TRAIL CREEK CHERRY CREEK	5.24	ATVA
6127	CABIN CREEK	0.01	2WL1
T-LR-A002		0.52	ATV1
T-LR-A003		0.11	ATV1
U032303A		0.07	OHV1
U042322C		0.14	OHV1
U042327D		0.20	OHV1
U052102B		0.19	OHV1
U052110B		1.00	OHV1
U052113A		0.06	OHV1
U052113B		0.49	OHV1
U052123A		0.80	OHV1
U052123B		0.24	OHV1
U052229A		0.15	ATV1
U052310A		0.70	ATVA
U052314A		0.32	ATVA
U052333A		0.55	ATV1

LOST RIVER TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U052711A		0.84	OHV1
U062016I		0.06	OHV1
U062021A		0.06	OHV1
U062021B		0.04	OHV1
U062021C		0.01	OHV1
U062021D		0.01	OHV1
U062021E		0.02	OHV1
U062021F		0.05	OHV1
U062021G		0.03	OHV1
U062021H		0.04	OHV1
U062029A		0.06	OHV1
U062123B		0.77	OHV1
U062126C		0.26	OHV1
U062126E		0.66	OHV1
U062135A		0.33	OHV1
U062426A		1.88	ATV1
U062427B		0.93	ATV1
U062833A		1.22	ATV1
U071816A		0.02	OHV1
U072331A		3.55	ATV1
U082126A		0.76	OHV1
U082611A		0.71	OHV1
U082625A		0.42	ATV1
U102722A		0.58	OHV1
U141-09Z		0.20	OHV1
U141-19NJ		0.11	OHV1
U141-19PM		0.05	OHV1
U141-19VF		0.13	OHV1
U141-19VU		0.05	OHV1
U141-19VZ		0.02	OHV1
U141-19VZS		0.02	OHV1
U52-01H		0.15	ATV1
U52-01I		0.04	ATV1
U53-01F		0.24	OHV1
U53-06C		0.18	ATV1
U59-11B		0.19	OHV1
U60-03G		0.20	OHV1
U60-03I		0.09	OHV1
U60-03L		0.30	OHV1
U64-02L		1.20	ATV1
U80-6		0.32	ATV1
U-LF-059		0.03	OHV1
U-LRATV031		0.09	ATV1
U-LR-F-004		1.45	OHV1
U-LR-F-018		1.11	OHV1
U-LR-F-019		0.16	OHV1
U-LR-F-056		0.06	OHV1
U-LR-F-060		0.68	OHV1
U-LR-F-069		0.05	OHV1
U-LR-F-075		0.08	OHV1
U-LR-F-076		0.19	OHV1

LOST RIVER TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U-LR-F-078		0.11	OHV1
U-LR-F-118		0.15	OHV1
U-LR-TF001		0.38	2WL1
U-LR-TF001		0.43	OHV1
UR-LR-A035		0.04	OHV1
UR-LR-A040		0.12	OHV1
TOTAL		172.86	

MIDDLE FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40001	BEAVER CREEK CAMPGROUND	0.23	R1
40003	CAPE HORN LAKE	1.04	R1
40004	INDIAN SPRINGS	10.19	R1
40005	PINYON PEAK	1.12	R1
40006	PIONEER CREEK	0.46	R1
40007	LOON CREEK	4.32	R1
40008	BEAVER CREEK	20.62	R1
40009	HARLAN CREEK	2.63	R1
40010	SEAFOAM CREEK	4.90	R1
40010-A	SEAFOAM GUARD STATION	0.09	R1
40011	GREYHOUND RIDGE	3.51	R1
40012	SHEEP MOUNTAIN	9.94	R1
40015	LOVENEST MINE	0.36	R1
40018-A	SEAFOAM MINE, SPUR A	0.63	R1
40027	ASHER CREEK - KNAPP CREEK	4.27	R1
40053	LOLA CREEK CAMPGROUND	0.28	R1
40068	PARKER MOUNTAIN	4.96	R1
40068-A	PARKER MOUNTAIN SPUR	0.06	R1
40083	LOLA CREEK	1.54	R1
40086	SLEEPING DEER	23.20	R1
40087	SOUTH FORK CAMPGROUND	0.63	R1
40088	FLY CREEK POINT LOOKOUT	0.56	R1
40100	BULL TROUT LAKE	0.79	R1
40158	BOY SCOUT CAMP	2.28	R1
40160	LANGER PEAK ACCESS	1.57	R1
40172	BEAVER - LOON	38.01	R1
40174	FELTHAM PEAK	0.43	R1
40177	DEADFALL CREEK	1.61	R1
40195	SWAMP CREEK	1.66	R1
40197	GRANITE REST STOP	0.10	R1
40199	FLAT CREEK	3.87	R1
40200	CAPE HORN FRONTAGE	1.63	R1
40203	MARSH CREEK	7.22	R1
40209	CAPE HORN CREEK ACCESS	1.64	R1
40280	HALSTEAD CREEK TRAIL HEAD	0.07	R1
40281	WAGON TOWN REST STOP	0.06	R1
40285	RAPID RIVER	0.54	R1
40287	JOSEPHUS LAKE CAMPGROUND	0.11	R1
40290	SHEEP DRIVEWAY ROAD	4.56	R1
40291	VALLEY CREEK RIDGE	0.04	R1
40293	CAPE HORN - DRY CREEK	4.30	R1
40294	DRY CREEK RIDGE	2.52	R1
40295	DRY CREEK SPUR #1	2.54	R1
40296	DRY CREEK POLE ROAD	1.23	R1
40297	JONES RANCH	1.05	R1
40298	FLAT CREEK MEADOW	1.04	R1
40299	CAPE HORN JEEP ROAD	0.17	R1
40302	SHEEP CAMP	0.19	R1
40303	CAPEHORN BORROW	0.22	R1
40317	FIR CREEK TRANSFER CAMP	0.20	R1
40331	THATCHER CREEK MINE	2.16	R1

MIDDLE FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40335	TIN CUP CAMPGROUND	0.22	R1
40335-A	TIN CUP CAMPGROUND SPUR A	0.05	R1
40336	PHILLIPS CREEK TRAIL HEAD	0.04	R1
40344	CAPE HORN GUARD STATION	1.14	R1
40346	ASHER CREEK POLE ROAD	0.75	R1
40349	ASHER CREEK SPUR 2	2.77	R1
40350	ASHER CREEK SPUR 1	1.16	R1
40351	BOY SCOUT CUTOFF	0.82	R1
40352	FISH TRAP	0.11	R1
40354	WINNEMUCCA JEEP ROAD	1.91	R1
40358	RAT CREEK TRANSFER	0.11	R1
40359	MONTE CRISTO CAMPGROUND	0.06	R1
40360	MAYFIELD TRANSFER	0.06	R1
40364	LOST PACKER	0.47	R1
40365	NEWMAN BORROW	0.65	R1
40504	BOUNDARY CREEK - TRANSFER	0.10	R1
40535	MAHONEY SPRING CAMPGROUND	0.43	R1
40540	NORTH FORK ELKHORN CREEK	3.49	R1
40541	VADER CREEK REST STOP	0.10	R1
40542	THATCHER CREEK CAMPGROUND	0.20	R1
40543	THATCHER CREEK OVERLOOK	0.03	R1
40544	BANNER CREEK REST STOP	0.09	R1
40545	BENCH CREEK REST STOP	0.17	R1
40546	SUMMIT REST STOP	0.28	R1
40549	BOUNDARY CREEK CAMPGROUND	0.22	R1
40550	ARTILLERY DOME	14.78	R1
40553	DAGGER FALLS CAMPGROUND	0.69	R1
40558	PISTOL CREEK SPRINGS	0.38	R1
40568	DAGGER-BOUNDARY	10.10	R1
40579	STANLEY-LANDMARK	3.03	R1
40584	COUGAR MINE ROAD	2.45	R1
40608	DAGGER FALLS CAMPGROUND	0.11	R1
40610	DRY CREEK SPUR 2	0.86	R1
40656	COPPER MTN	2.59	R1
U121023B		0.20	R1
U121103A		0.12	R1
U121103B		0.16	R1
U121103E		0.23	R1
U121103F		0.08	R1
U121103D		0.07	R1
U121103H		0.06	R1
U121123C		0.31	R1
U121123D		0.30	R1
U121123E		0.44	R1
U121123F		0.12	R1
U121123G		0.08	R1
U121123H		0.04	R1
U121124A		0.25	R1
U121125A		0.24	R1
U121205A		0.44	R1
U121206A		0.21	R1

MIDDLE FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U121216B		0.23	R1
U121218A		0.77	R1
U121220C		0.17	R1
U121230A		0.49	R1
U141204A		0.47	R1
U141-19HJ		0.07	R1
		233.23	

MIDDLE FORK TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
4024	IRON CREEK - LOLA CREEK	9.34	2WL1
4026	SWAMP CREEK	4.55	2WL1
4032	HAY CREEK - KNAPP CREEK	4.87	2WL1
4032	HAY CREEK - KNAPP CREEK	5.53	ATVD
4033	BEAVER CREEK - TRAIL CREEK	2.01	2WLD
4034	KNAPP CREEK CUTOFF	1.35	ATVD
4035.03	WINNEMUCCA CREEK	5.46	2WLD
4039	VALLEY CREEK	0.06	ATV1
U121024F		0.17	OHV1
U131125B		0.20	OHV1
U131125C		0.46	OHV1
U131125D		0.13	OHV1
U131230A		0.16	OHV1
U131219B		0.09	OHV1
U131219C		0.12	OHV1
U131125A		0.13	OHV1
U131230B		0.05	OHV1
U121103A		0.12	OHV1
U121102E		1.29	OHV1
TOTAL		36.09	

NORTH FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60004	HORSE CREEK RIDGE	0.51	R1
60005	SAGE - HULL CREEK	17.74	R1
60007	DEEP CREEK - FISHERMAN WAY	0.14	R1
60020	RIDGE ROAD	0.07	R1
60023	STORMY PEAK	0.37	R1
60023	STORMY PEAK	6.96	RA
60030	SALMON RIVER	46.06	R1
60032	PINE CREEK	7.11	R1
60032	PINE CREEK	3.80	RA
60032-A	PINE CREEK SPUR A	0.34	R1
60034	EAST INDIAN CREEK	6.39	R1
60034-A	EAST INDIAN CREEK SPUR A	0.61	R1
60035	INDIAN PEAK	4.71	R1
60035-A	INDIAN PEAK SPUR A	0.96	R1
60036	INDIAN CREEK	7.69	R1
60037	DONNELLY GULCH	1.11	R1
60037	DONNELLY GULCH	0.80	RA
60038	SPRING CREEK	17.34	R1
60039	SQUAW CREEK	4.75	R1
60040	MARLIN SPRINGS	11.22	R1
60040-A	MARLIN SPUR A	0.20	R1
60040-B	MARLIN SPUR SPUR B	0.28	R1
60041	BRUSHY GULCH	4.85	R1
60041-A	BRUSHY SPUR A	0.43	R1
60041-B	BRUSHY SPUR B	2.04	R1
60042	EAST FORK SPRING CREEK	8.00	R1
60042-A	EAST FORK SPRING CREEK SPUR A	0.75	R1
60043	OWL CREEK	7.84	R1
60044	STATE LINE	10.65	R1
60055	MORGAN CR - PANTHER CR	0.06	R1
60061	MOOSE CREEK	0.78	R1
60062	NORTH FORK ADMIN. SITE	0.18	R1
60063	SILVERLEADS	2.63	RA
60063-B	SILVERLEADS SPUR B	0.77	RA
60063-C	SILVERLEADS SPUR C	1.30	RA
60064	CORN LAKE	3.68	R1
60065	HORSE CREEK	7.76	R1
60066	NORTH RIVER FACE	0.57	R1
60067	OREANA RIDGE	8.45	R1
60069	CARMEN CREEK	4.00	R1
60069-A	CARMEN SPUR A	1.78	R1
60069-B	CARMEN SPUR B	0.83	R1
60070	CADAGAN	0.27	R1
60071	FOURTH OF JULY	14.06	R1
60071-A	FOURTH JULY SPUR A	1.02	R1
60072	WAGONHAMMER	0.30	R1
60074	INDIANOLA GUARD STATION	0.10	R1
60075	HUGHES CREEK WORK CENTER	0.14	R1
60077	SHEEP CREEK - SILVERLEADS	6.17	R1
60077	SHEEP CREEK - SILVERLEADS	10.23	RA
60077-B	SHEEP - SILVERLEADS SPUR B	0.45	RA

NORTH FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60077-C	SHEEP - SILVERLEADS SPUR C	0.65	RA
60077-D	SHEEP - SILVERLEADS SPUR D	0.30	RA
60077-E	SHEEP - SILVERLEADS SPUR E	2.12	RA
60077-F	SHEEP - SILVERLEADS SPUR F	0.70	RA
60077-G	SHEEP - SILVERLEADS SPUR G	0.80	RA
60077-H	SHEEP - SILVERLEADS SPUR H	0.36	RA
60078	LICK CREEK	11.86	R1
60078-A	LICK CREEK SPUR A CYANIDE	3.08	R1
60079	DAHLONEGA CREEK	9.55	R1
60080	ANDERSON - THREE MILE	0.19	R1
60080	ANDERSON - THREE MILE	8.95	RA
60081	ANDERSON MOUNTAIN	4.64	R1
60081-A	ANDERSON SPUR A	1.96	R1
60084	CRONE GULCH	4.43	R1
60084-A	CRONE SPUR LOOP	3.27	R1
60084-B	ANDERSON RIDGE SPUR	1.29	R1
60084-C	CRONE GULCH SPUR C	0.56	R1
60085	HUMBUG CREEK	1.09	R1
60086	BOX SPRING	7.23	R1
60088	WEST FORK HUGHES CREEK	7.81	R1
60089	DITCH CREEK	4.53	R1
60090	JOHNSON GULCH	5.80	R1
60091	HUGHES CREEK	7.55	R1
60091	HUGHES CREEK	4.98	RA
60092	GRANITE MOUNTAIN	4.91	R1
60092-F	GRANITE MTN SPUR F	0.69	RA
60093	RANSACK LOOP	3.90	R1
60095	BLOISE GULCH	3.09	RA
60095-B	BLOISE SPUR B	0.66	RA
60111	BOULDER BASIN	0.37	R1
60117	ANDERSON RIDGE	1.80	R1
60123	COLSON CREEK - STATE LINE	27.53	R1
60131	GRANITE MOUNTAIN LOOKOUT	0.27	R1
60133	DEADWATER SPRINGS	0.19	R1
60136	SEED PROD AREA	0.68	R1
60138	WEST BUTTE	1.14	R1
60146	LOWER ARRASTRA GULCH	3.52	RA
60147	UPPER ARRASTRA GULCH	1.73	RA
60147-A	UPPER ARRASTRA SPUR A	0.38	RA
60156	TWIN CREEK	0.96	R1
60157	VINE CREEK	0.91	R1
60158	STATE CREEK CAMPGROUND	0.43	R1
60158-A	STATE CREEK CG SPUR A	0.05	R1
60158-B	STATE CREEK CG SPUR B	0.18	R1
60158-C	STATE CREEK CG SPUR C	0.14	R1
60163	ULYSSES LOOKOUT	1.88	R1
60164	BUSTER GULCH	6.77	RA
60165	SPRING CREEK BOAT LAUNCH	0.78	R1
60166	LONG TOM	3.74	R1
60179	COVE CREEK FIRE CAMP	0.32	R1
60183	FAN GULCH	0.09	RD

NORTH FORK ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60187	INDIAN PEAK RIDGE	0.50	R1
60202	KAZCBOS	1.05	R1
60228	GROUSE GULCH	0.07	R1
60228	GROUSE GULCH	2.04	RA
60233	SALZER BAR CAMPGROUND	0.35	R1
60236	LOWER VOLTER CREEK	2.48	R1
60239	HORSEFLY GULCH	3.50	R1
60241	TWIN CREEK CAMPGROUND	0.37	R1
60241-A	TWIN CREEK CG SPUR A	0.48	R1
60247	SOUTH CORRAL CREEK	1.11	R1
60247-A	SOUTH CORRAL SPUR A	0.48	R1
60256	SOUTH FORK SHEEP CREEK	0.90	R1
60257	WEST FORK - INDIAN PEAK	1.46	R1
60265	EBENEZER TRAILER CAMP	0.15	R1
60270	CORN CREEK CAMPGROUND	0.26	R1
60281	SHEEPEATER POINT	1.06	R1
60283	TELEPHONE SPUR. CAMPGROUND	0.19	R1
60284	BEAR TRAP LOOKOUT	4.80	R1
60293	SWAMP CAMP CAMPGROUND	0.09	R1
60294	NEWLAND PICNIC AREA	0.12	R1
60304	HORSE CREEK CAMPGROUND	0.30	R1
60310	BLUENOSE LOOKOUT	1.00	R1
60312	UPPER RANSACK	0.32	R1
60434	CACHE BAR CAMPGROUND	0.08	R1
60442	TRAPPER G - FISHER WAY	0.15	R1
60449	HAMMEREAN CREEK	5.83	R1
60449-C	HAMMEREAN SPUR C	0.14	R1
60449-D	HAMMEREAN SPUR D	0.79	R1
60451	DUMP CREEK STOCKPILE	0.15	R1
60703	SADDLE MOUNTAIN	2.85	R1
65098	LOST PRINCESS	0.62	RA
U15-3a		0.08	R1
U205		0.09	R1
U251721A		0.17	R1
U252021A		0.96	R1
U252021B		0.62	R1
U252021C		1.10	R1
U252206A		0.35	R1
U252211A		1.12	R1
U261935A		2.74	R1
TOTAL		441.01	

NORTH FORK TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60036	INDIAN CREEK	1.65	OHV1
60156	TWIN CREEK	1.19	2WL1
60156-B	TWIN SPUR B	1.38	2WL1
6033	FREEMAN CREEK	2.05	ATV1
6069	MARLIN SPRING	5.28	2WL1

NORTH FORK TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
6106	DIVIDE NRT	22.29	2WL1
6106	DIVIDE NRT	0.25	OHV1
6107	AX PARK CUTOFF	1.84	2WL1
6109	TWIN CREEK RIDGE	2.58	2WL1
6110	BUTCHER KNIFE RIDGE	5.31	2WL1
6111	CONT DIVIDE NST	6.74	2WL1
6112	DITCH CREEK	5.68	2WL1
6113	HUGHES CREEK	3.15	2WL1
6121	PIERCE CREEK	1.85	2WL1
6123	KEYSTONE GULCH	3.63	2WL1
6124	THREE MILE RIDGE	4.56	2WL1
6126	SHEEP CREEK	9.67	2WL1
6129	SOUTH FORK SHEEP CREEK	4.14	2WL1
6131	POWDER GULCH	3.52	2WL1
6132	STEIN MOUNTAIN	2.60	2WLA
6134	SILVERLEADS RIDGE	1.58	2WLA
6141	HENDERSON RIDGE	3.74	2WL1
U232211B		0.07	OHV1
U232213B		0.47	OHV1
U252235E		0.81	2WL1
TOTAL		96.00	

SALMON-COBALT ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
40055	MORGAN CREEK - PANTHER CREEK	0.01	R1
40129	MORGAN CR SUMMIT	0.30	R1
40129-A	MORGAN CR SUMMIT SPUR A	0.29	R1
40129-B	MORGAN CR SUMMIT SPUR B	0.36	R1
40145	CAMAS CREEK	4.35	R1
60014	TWELVE MILE	8.13	R1
60018	MCKIM CREEK	2.90	R1
60020	RIDGE ROAD	42.02	R1
60021	WILLIAMS CREEK	11.53	R1
60023	STORMY PEAK	25.72	R1
60023	STORMY PEAK	1.68	RA
60023-H	HAYSTACK GRAVEL PIT	0.12	R1
60025	BEAR GULCH	1.91	R1
60026	BALDY MOUNTAIN	8.89	R1
60028	LAKE CREEK	18.11	R1
60029	TENMILE RIDGE	3.21	R1
60029-A	TENMILE RIDGE SPUR A	0.48	R1
60033	NORTH FORK HAT CREEK	2.39	R1
60045	IRON CREEK	23.76	R1
60046	WEST FORK IRON CREEK	6.47	RA
60047	SOUTH FORK IRON CREEK	4.94	R1
60048	LAKE CREEK CAMP GROUND	0.11	R1
60049	MIDDLE FORK HAT CREEK	6.42	R1
60050	SHEEPHORN	5.43	R1
60051	SAWMILL GULCH	2.58	R1
60052	DALY CREEK	6.54	R1
60052-A	DALY SPUR A	2.02	R1
60052-B	DALY SPUR B	1.07	R1
60052-C	DALY SPUR C	1.67	R1
60052-D	DALY SPUR D	0.87	R1
60052-E	DALY SPUR E	3.33	R1
60053	RACETRACK	2.01	R1
60055	MORGAN CREEK - PANTHER CREEK	44.48	R1
60056	NORTH FORK IRON CREEK	3.05	R1
60057	BEAVER CREEK	3.23	R1
60058	TRAIL CREEK	1.61	R1
60059	MUSGROVE	2.69	R1
60060	HOT SPRINGS	4.35	R1
60061	MOOSE CREEK	14.27	R1
60076	MOCCASIN - NAPIAS	6.99	R1
60083	PEEL TREE - HAT CREEK	21.01	R1
60083-D	PEEL TREE SPUR D	0.51	R1
60083-G	PEEL - HAT SPUR G	2.12	R1
60083-H	PEEL - HAT SPUR H	2.75	R1
60083-O	PEEL - HAT SPUR O	3.86	R1
60094	COUGAR POINT CAMPGROUND	0.34	R1
60097	WILLIAMS GUARD STATION	0.15	R1
60098	PHELAN CREEK	4.69	R1
60099	COPPER CREEK	11.90	R1
60101	DEEP CREEK	11.27	R1

SALMON-COBALT ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60103	MOYER CREEK	5.87	R1
60103	MOYER CREEK	7.96	RC
60106	DEEP SWAN (aka Woodswan)	0.68	R1
60106	DEEP SWAN (aka Woodswan)	8.53	RA
60106-A	DEEP SWAN SPUR A	1.00	RA
60108	SILVER CREEK	14.08	R1
60110	RED ROCK	5.29	R1
60110-A	RED ROCK SPUR A	0.57	R1
60112	YELLOWJACKET	29.54	R1
60113	CRAGS	10.39	R1
60114	HOODOO MEADOWS	6.46	R1
60115	BLACKBIRD	2.15	R1
60116	MUSGROVE RIDGE	6.78	R1
60116-A	MUSGROVE RIDGE SPUR A	0.95	R1
60127	FENSTER CREEK	1.26	R1
60127	FENSTER CREEK	2.98	RD
60128	BOB MOORE	0.34	R1
60128	BOB MOORE	6.94	RD
60128-A	BOB MOORE SPUR A	1.42	RD
60129	DIAMOND CREEK	15.57	R1
60129-J	DIAMOND CREEK SPUR J	1.99	R1
60140	BIRDSEYE HELISPOT	0.64	R1
60142	SAWMILL CAMPGROUND	0.15	R1
60148	BEARTRACK	3.43	R1
60151	MORMON CANYON	0.60	R1
60167	BLACKBIRD RIDGE	15.24	R1
60169	CUT-OFF	2.19	R1
60170	WALLACE CREEK	2.15	RD
60174	WALLACE CREEK	3.27	R1
60174-A	WALLACE SPUR A	0.33	R1
60174-B	WALLACE SPUR B	0.10	R1
60175	BIRDSEYE	0.77	R1
60183	FAN GULCH	2.80	R1
60183	FAN GULCH	0.72	RD
60197	ARNETT CREEK	2.04	R1
60200	RADIO SITE	0.36	R1
60201	DUCK PEAK	6.26	R1
60204	CASTLE CREEK	2.33	R1
60210	FOURTH OF JULY	0.97	R1
60226	CLEAR CREEK	0.10	R1
60231	DEEP SPRING (upper CNF)	0.58	R1
60231	DEEP SPRING (upper CNF)	16.21	RA
60234	PONY CREEK	6.82	RA
60234-A	PONY CREEK SPUR A	0.76	RA
60234-C	PONY CREEK SPUR C	1.04	RA
60234-E	PONY CREEK SPUR E	1.87	RA
60240	WILLIAMS LAKE BOAT RAMP	0.17	R1
60242	LEESBURG ROAD	6.88	R1
60249	DIAMOND CUTOFF	2.11	R1
60250	RINGBONE MINE	0.54	R1
60252	OPAL CREEK	1.17	R1

SALMON-COBALT ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60253	OPAL CREEK PIT	0.09	R1
60258	CAMAS CREEK	2.63	R1
60259	WEST FORK CAMAS CREEK	1.87	R1
60260	QUARTZITE	0.60	R1
60271	UPPER COPPER(lower CNF)	2.29	RA
60272	SHARKEY CREEK	3.72	R1
60273	BLACKPINE LOOP	4.92	R1
60274	MOYER CREEK CAMPGROUND	0.84	R1
60277	WOODPECKER RIDGE	1.76	R1
60298	SILVER CREEK HELISPOT	0.73	R1
60300	JUREANO MOUNTAIN	14.72	R1
60300-A	TRAIL CREEK SPUR A	0.83	RA
60301	TRAPPER RIDGE	4.37	R1
60301-A	MISSOURI GULCH	2.12	RA
60302	JUREANO CREEK	3.11	R1
60307	GARBAGE RIDGE	4.60	R1
60315	SLIDE GULCH	2.50	R1
60320	DEEP CREEK CAMPGROUND	0.15	R1
60321	COBALT ADMIN. SITE	0.05	R1
60321-A	COBALT ADMIN. SITE SPUR A	0.03	R1
60321-B	COBALT ADMIN. SITE SPUR B	0.05	R1
60322	MCDONALD FLAT CAMPGROUND	0.17	R1
60325	JUREANO LOOKOUT	3.84	R1
60326	CLIFF CREEK (Missouri Gulch)	1.83	RA
60326-A	CLIFF CREEK (Missouri Gulch)	1.12	RA
60329	DIAMOND GULCH	0.32	R1
60330	RAPPS CREEK	3.94	RA
60338	FAWN CREEK	0.80	RA
60339	TELEPHONE ROAD	0.45	R1
60340	ARN - MACK	4.46	RA
60340-B	NAPIAS FACE SPUR B	2.64	RA
60340-C	MISS - MAC	3.60	RA
60366	MIDDLE FORK PEAK CAMPGROUND	0.72	R1
60371	YELLOWJACKET LAKE CG	0.39	R1
60377	CRAGS CAMPGROUND	0.46	R1
60379	YELLOWJACKET TRAILHEAD	0.38	R1
60383	RABBIT FOOT	4.69	R1
60384	LOST SPRING CAMPGROUND	0.32	R1
60388	IRON LAKE CAMPGROUND	0.37	R1
60389	LAKE MOUNTAIN	0.59	R1
60391	WALLACE LAKE	1.34	R1
60406	LOWER MOOSE CREEK	4.65	R1
60406-A	LOWER MOOSE CREEK SPUR A	0.13	R1
60406-B	LOWER MOOSE CREEK SPUR B	0.19	R1
60413	RATTLESNAKE CREEK	9.01	R1
60446	SOUTH FORK CUTOFF	2.65	R1
60454	SALMON ADMIN. SITE	0.21	R1
60706	WALLACE SPUR	0.41	R1
60707	MORNING GLORY	0.43	R1
60708	MOOSE CR BOTTOMS	0.50	R1
60709	NAPOLEON LOOKOUT	0.26	R1

SALMON-COBALT ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
60711	SOUTH COMET	0.58	R1
60712	DIAMOND RIDGE	0.38	R1
60713	LOWER DIAMOND	0.70	R1
60713-A	LOWER DIAMOND SPUR A	0.31	R1
60713-B	LOWER DIAMOND SPUR B	0.07	R1
60713-C	LOWER DIAMOND SPUR C	0.20	R1
60714	SIMS MINE	0.62	R1
60715	DIAMOND DCS	0.07	R1
60716	STORMY SUMMIT PIT	0.12	R1
60717	DIAMOND CUTOFF LOOP	0.14	R1
60718	DIAMOND RIDGE	0.94	R1
60719	UP BURLINGTON UPPER ADDIT	0.48	R1
60720	FAN GULCH SPUR	0.53	RD
60721	COFFEE GULCH	0.40	RD
60722	UPPER DALY CREEK	0.47	RD
60723	RACETRACK	0.16	RD
6074	BOB MOORE	0.56	R1
61000	MOYER ADMIN. SITE	0.42	R1
61007	SHARKEY	3.20	RA
61008	RABBIT FLAT	1.78	RA
61013	PORPHORY MICRO	2.95	R1
61018	JUREANO DIGGINGS	3.30	RA
61025	PEPPER CREEK RIDGE	5.26	R1
61033	SLIPPERY CREEK	5.58	R1
65001	U P LAKE	4.27	R1
65002	LEESBURG STAGE	6.55	R1
65004	POPE - SHENAN MINE	2.41	R1
65007	NORTH BASIN	5.68	R1
65007-A	NORTH BASIN SPUR A	1.10	RA
65007-B	NORTH BASIN SPUR B	0.64	RA
65008	MCDEVITT JEEP RD	1.24	R1
65011	BIG HAT JEEP ROAD	2.82	R1
65012	LITTLE HAT JEEP ROAD	2.33	R1
65013	LITTLE HAT CREEK	1.76	R1
65019	WICKHAM JEEP ROAD	3.10	R1
65024	TENDOY MINE	3.15	R1
65024-A	TENDOY MN SPUR A	0.39	R1
65024-B	TENDOY MN SPUR B	0.54	R1
65032	COMINCO ROAD	0.48	R1
65034	DUMP CR MINE	0.15	R1
65035	JACKASS RIDGE	2.98	R1
65036	PERRY ROAD	0.15	R1
65058	CAMP CREEK	1.83	R1
65068	PARK-MOOSE JEEP ROAD	4.32	R1
65078	SAWMILL GULCH	1.63	R1
65078-A	SAWMILL GULCH SPUR A	0.07	R1
65082	UPPER PERREAU	3.45	RA
65088	GANNETT CREEK	0.48	R1
65093	HAT CREEK	0.30	R1
65095	BIRCH CREEK	0.43	R1
65098	LOST PRINCESS	1.49	RA

SALMON-COBALT ROADS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U192108B		0.49	R1
U201922A		1.39	R1
U222105A		0.27	R1
U222105B		0.67	R1
U222105C		0.06	R1
U222106E		0.24	R1
U222106F		0.02	R1
U222106G		0.04	R1
U222106I		0.13	R1
U222106J		0.11	R1
U222111B		0.11	R1
U222111L		0.29	R1
U222127A		0.29	R1
U222127B		0.41	R1
U222135G		2.11	R1
U232002A		0.95	R1
U232013A		0.45	R1
U232036B		0.19	R1
U232036E		0.36	R1
U232130A		0.38	R1
U232130B		0.21	R1
U232130D		0.21	R1
U232131AQ		0.09	R1
U232131AR		0.05	R1
U232131AS		0.02	R1
U232131AT		0.07	R1
U232131AU		0.06	R1
U232131AV		0.02	R1
U232131AW		0.02	R1
U232131AX		0.05	R1
U232131AY		0.01	R1
U232131AZ		0.04	R1
U232131BA		0.08	R1
U232131BB		0.01	R1
U232131BC		0.03	R1
U232131BD		0.11	R1
U232131BE		0.06	R1
U232131BF		0.07	R1
U232131BG		0.06	R1
U232131C		0.37	R1
U232131P		0.31	R1
U232132C		0.18	R1
U232132D		0.24	R1
U232132E		0.20	R1
U232132F		0.05	R1
U232132H		0.11	R1
U232132I		0.16	R1
U232132K		0.07	R1
TOTAL		749.93	

SALMON-COBALT TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
4138	DARLING-CASTLE CREEK	7.50	2WL1
4140	FURNACE CREEK	8.09	2WL1
4251	CORRAL CREEK-HAT CREEK	0.11	2WLB
60014	TWELVE MILE	5.67	2WLA
60027	PERREAU CREEK	7.58	ATV1
60051	SAWMILL GULCH	0.73	2WL1
60224	UPPER TWELVEMILE	3.83	2WLA
6037	BEAGLE CREEK	8.80	ATVA
6052	GANNETT CREEK	0.29	OHV1
6065	MOOSE CREEK DRIVEWAY	2.76	ATV1
6067	HORNET CREEK	4.91	ATVA
6068	LITTLE MOOSE CREEK	5.24	ATVA
6074	BOB MOORE	3.70	ATVD
6074	BOB MOORE	0.62	OHV1
6076	DALY CREEK	4.90	OHV1
6092	NORTH FORK HAT CREEK	2.59	2WLB
6093	BIG HAT CREEK	9.73	2WLB
6093	BIG HAT CREEK	2.25	ATV1
6094	IRON MOUNTAIN	2.71	2WLB
6100	LIME CREEK	2.73	2WLA
6101	TWELVEMILE MEADOW	3.95	2WLA
6120	DIAMOND GULCH	1.61	OHV1
6255	MUKLUK	4.29	2WL1
6302	DEEP CREEK RIDGE	2.04	2WL1
65003	BLACKROCK	2.47	OHV1
65078	SAWMILL GULCH	0.52	OHV1
U181802A		7.73	OHVC
U181811A		0.12	OHVC
U181811B		1.18	OHVC
U182135A		0.80	OHV1
U191824A		1.65	OHVC
U202220C		0.10	OHV1
U212229A		1.27	OHV1
U222001D		0.24	OHV1
U222012E		0.16	OHV1
U222012G		0.16	OHV1
U222012H		0.10	OHV1
U222012L		0.14	OHV1
U222012N		0.30	OHV1
U222118F		1.76	OHV1
U222123A		0.15	OHV1
U222123B		0.94	OHV1
U222123C		0.65	OHV1
U222123D		0.39	OHV1
U222123G		0.20	OHV1
U222123I		0.19	OHV1
U222123L		0.11	OHV1
U222126C		0.26	OHV1
U232113B		1.25	OHV1

SALMON-COBALT TRAILS			
ROUTE NO.	ROUTE NAME	SELECTED ALT (miles)	USE CODE
U232126D		0.27	OHV1
U232128A		0.17	OHV1
TOTAL		119.94	

## APPENDIX C

### Challis National Forest Land and Resource Management Plan Finding of Non-Significance and Non-Significant Forest Plan Amendment

The Challis National Forest Land and Resource Management Plan (1987), as amended by the 1993 Challis National Forest Travel Plan (Amendment 9), will be amended to change language in the plan to comply with the Travel Management Rule (36 CFR Parts 212, 251, 261, 295 “Travel Management Designated Routes and Areas for Motor Vehicle Use”). The 1993 amendment will be withdrawn and replaced by this non-significant amendment.

This non-significant, Forest Plan amendment complies with agency directives (Forest Service Manual 1922.52 and Forest Service Handbook 1909.12 Section 5.32 under the 1982 Planning Rule) for determining significance of a plan amendment.

Changing language in the Challis Forest Plan to comply with the Travel Management Rule does not significantly alter the multiple use goals and objectives for long-term management at the Forest level. There are no adjustments of management area boundaries or management area prescriptions associated with the project. Language to comply with the Travel Management Rule makes minor changes in Forest plan standards and guidelines and provides opportunities to maintain and improve off-road vehicle use on the Challis National Forest.

**Determination of Significance:** The following factors were considered to determine if the language changes to amend the Challis Forest Plan are significant or non-significant, based NFMA Planning requirements.

**Timing** - the later in the planning period, the less likely the amendment is to be significant. This amendment is occurring 15 years after the signing of the Forest Plan, so it is far into the current planning cycle and is therefore not considered a significant change.

**Location and Size** – the language changes will apply to the entire Challis National Forest, however the changes on the ground will be small in size. For example, current direction states: “Sign to clearly indicate whether an area or trail is open, closed or restricted to ORV use.” The language change will state: “Sign, to the extent possible to indicate if an area or trail is open to ORV use.” This is not a significant change to the Forest Plan language. The Motor Vehicle Use Map required by the Travel Management Rule will display the designated roads, motor vehicle trails and areas open for public recreation use and will be the primary tool to determine compliance with and enforcement of the Travel Plan.

**Goals, Objectives, and Outputs** – language changes to comply with the Travel Management Rule will not change the goals, objectives or outputs described in the Forest Plan.

**Management Prescription** – language changes to comply with the Travel Management Rule will not change the intent of relevant management direction described in the plan and in some cases will strengthen direction. For example, current language in the plan states: “Discourage ORV use on wetlands and riparian areas.” Amended language will state: “Prohibit ORV use on wetlands and riparian areas.”

Based on the review of these criteria, I have determined that this Forest Plan amendment is not significant. The amendment is displayed on the following page.

**Challis National Forest Land and Resource Management Plan  
Non-Significant Forest Plan Amendment**

**Forest-wide Direction** (Challis NF LRMP, page IV-11):

1. Recreation

.....

b. Dispersed Sites

....

4) Open trails will be signed, to the extent possible, to supplement the Motor Vehicle Use Map (MVUM).

....

f. Off-Road Vehicles

1) Annually inventory high use areas where motorized access for dispersed camping is allowed to identify resource damage.

....

4) Sign, to the extent possible to indicate if an area or trail is open to ORV use.

5) Designated motorized routes (roads and trails) will be displayed annually on the Forest MVUM.

....

9) Prohibit ORV use on wetlands and riparian areas.

....

14) On National Forest System lands, off-route travel is limited to within 300 feet on either side of designated roads and within 100 feet of designated motor vehicle trails where access to dispersed camping is allowed and displayed on the MVUM; and where such use is practicable depending on slope and topography, for the purposes of access to dispersed camping sites unless otherwise authorized by a properly executed Forest Service permit. No motorized access for the retrieval of big game carcasses will be allowed.

**Salmon National Forest Land and Resource Management Plan  
Modifications to the Forest Plan**

The Salmon National Forest LRMP allows editorial and other minor modifications without amending or revising the plan. Direction in the plan states: "Editorial and other minor modifications to [these] management requirements which do not alter their intent may be made without amending or revising the Forest Plan" (LRMP IV-4). Management requirements in the LRMP are presented as: Management Activities, General Direction Statements, and Standards and Guidelines (Salmon LRMP IV-4). Language in Section IV, Forest Management Direction Part B. Forest-wide Direction for Dispersed Recreation Management (page IV-17) stating "a. Display off-road vehicle restrictions in the Forest Travel Plan" is deleted. In accordance with the Travel Rule, the MVUM will be published yearly and will display where off-road vehicle use is allowed. This in effect, also shows where off-road vehicle use is restricted and does not alter the intent of the Salmon National Forest LRMP.

Language in Section IV, Forest Management Direction Part B. Forest-wide Direction for Transportation System Management (page IV-62) stating “a. Specify off road vehicle restrictions based on OHV use management and display in the Forest Travel Plan” is to be deleted using the same rationale stated above. This same statement is deleted from Management Area Direction on pages IV-99, 102, 105, 111, 114, 120, and 159.

## APPENDIX D

### PROJECT DESIGN FEATURES, MONITORING AND EVALUATION

This decision fully incorporates the design features, mitigation measures, and monitoring presented in Chapter 2 of the FEIS, pages 2.7-2.11. I am fully satisfied that all practicable means to avoid or minimize environmental harm from the Selected Alternative have been adopted. Monitoring will be conducted to ensure that project implementation is consistent with established standards and guides as well as design features and mitigation of this project. The monitoring and evaluation described in the FEIS and the Reasonable and Prudent Measures and Terms and Conditions stipulated by National Marine Fisheries Service are provided.

### MONITORING AND EVALUATION

The goal of travel plan monitoring is to determine how well the travel plan is working and to make management or monitoring adjustments if necessary. Monitoring and evaluation tell how travel management decisions have been implemented (called “implementation monitoring”) and how effective the implementation has proven to be in accomplishing the desired outcomes (called “effectiveness monitoring”).

#### Cultural Resources:

- Sites eligible for the National Register of Historic Places (those that have been assigned a risk assessment rating of ‘3’ as described in Chapter 3) would be monitored regularly to determine if adverse effects related to travel route designation are occurring. If the condition of a particular site is found to have deteriorated to an unacceptable level due to travel route designation, mitigation of the adverse effects would be conducted. All mitigation would be carried out in consultation with the SHPO and affected tribes.

#### Fish:

- Monitoring of revised Travel Plan routes for their effects on listed fish species and critical habitats would be achieved through a multi-tiered set of strategies that respond to the needs and objectives of various types of management designations, as noted below:
  1. Designation of new motor vehicle routes and types of uses on existing routes with various resource conditions that have not been evaluated for their effects.
  2. Designation of new motor vehicle routes and types of uses on unauthorized routes with various resource conditions that have not been evaluated for their effects prior to being designated and incorporated into the Forest’s system of motorized routes.
  3. Closure of existing or unauthorized routes and uses with a range of resource conditions that have not been evaluated for their effects prior to being closed to future motor vehicle uses, but on which non-motorized use may still continue to occur.

Responding to each of these management situations will require different timelines and priorities. Insofar as the new Travel Management Rule directs that “Adaptive Management” strategies be used for annual reviews and updates to Travel Plan designations, mechanisms exist that could provide for an ongoing monitoring strategy in association with new Travel Plan route

designations. Given the size of the project area (3,123,243 acres), the miles of stream involved (11,390 miles), the large amount of open cross country areas that will be closed to motorized travel (980,243 acres), the large number of road and trail miles to either be closed or designated as open (6,742 miles) and the large number of HUC 5 watersheds that would be involved (75), Forest-wide monitoring could be accomplished by the following strategies for each of the above management situations:

1. Designated Roads: Annual road condition surveys for system routes are assigned to each forest by the Washington and Regional offices, through a random selection process. In addition, each ranger district identifies annual road maintenance needs as part of annual work-plan prioritization for Forest-wide road maintenance. The SCNF road crew and members of the public often identify road maintenance needs as well, as road conditions change during the year. In 2009, the randomly assigned road condition maintenance assigned to the SCNF was for one mile of road. Newly designated roads would be inventoried for engineering, archeological, and resource concerns prior to being designated as open to motor vehicle use. Road maintenance programs would include findings of and corrective actions for the 150 priority culvert crossings that have been inventoried for fish passage requirements.

2. Designated Trails: Annual trail condition surveys for designated system routes are also assigned to each forest by the Washington and Regional offices, through a random selection process. Each year the SCNF is assigned to perform route condition surveys on five trails which vary in length, depending on trails assigned. In addition, annual cooperation is provided by the Idaho Department of Parks and Recreation, whose members perform light maintenance on trails that they monitor, as well as identify to the SCNF where more extensive maintenance is required. Newly designated trails would also be inventoried for engineering, archeological, and resource concerns prior to being designated as open for public motor vehicle use.

3. Closure of existing authorized and unauthorized routes: Ten percent of existing routes closed to future motor vehicle use would be inventoried annually in order to identify resource concerns and develop needed mitigation measures for meeting Biological Opinion Terms and Conditions, Forest Plan Standards and Guidelines (including PACFish/INFish RMOs) and fish passage at perennial stream crossings. A reporting form would be developed for a system with which to track reports of road and trail problems, resource concerns and impacts that are identified by agency personnel and members of the public. This reporting process would be incorporated into a GIS database system of record, for tracking of reported needs and their prioritization for remediation. Implementation of identified mitigation or rehabilitation measures would be dependent upon future funding and/or other opportunities to address these problems. This program can be developed and initiated using the many public and agency comments for route concerns and impacts that have been received as part of this NEPA process.

Implementation of these three monitoring strategies would be integrated with annual coordination and reporting requirements of programmatic consultations for the overarching

Forest-wide road and trail maintenance Biological Assessments and Opinions. These consultations already require an annual pre-season Level 1 Team review of road and trail maintenance needs and planned actions, as well as an annual accomplishment report with an end-of-year Level 1 Team review.

**Recreation:**

- Monitor impacts of motor vehicle use on sections of the Continental Divide National Scenic Trail.

**Soil and Water:**

- Implementation and effectiveness monitoring of Travel Plan ATV Project Design Features.
- Effectiveness monitoring of the Travel Plan's designation of areas open to motorized access for dispersed camping on the protection of the soil, water, riparian, and aquatic (SWRA) resources within stream buffers.
- Implementation and effectiveness monitoring of closure of unauthorized routes.

**Noxious Weeds:**

- Monitoring is an integral part of Integrated Weed Management. The Forest would continue to monitor current invasive and/or noxious weed infestations for reductions or expansions in gross area and/or density. The Forest has a goal of monitoring the majority of all treated sites. Monitoring would be performed using both qualitative and quantitative methodology.

**Wildlife:**

- The effectiveness of seasonal openings in areas where big game habitat security is a concern would be determined in cooperation with the Idaho Department of Fish and Game.
- Ranger district route densities and specific route authorizations would be reevaluated if determined to be contributing to adverse effects to ESA-listed, sensitive species, or other special status wildlife populations.

**Plants:**

- Specific route authorizations would be reevaluated if determined to be contributing to adverse impacts to sensitive plant species populations.

The SCNF consulted with US Fish and Wildlife Service and National Marine Fisheries Service in the preparation of this FEIS. As required by section 7 of the ESA, NMFS provided an incidental take statement with the Biological Opinion. The incidental take statement describes reasonable and prudent measures NMFS considers necessary or appropriate to minimize incidental take associated with this action. The take statement sets forth nondiscretionary terms and conditions, including reporting requirements, that the Federal agency and any person who performs the action must comply with to carry out the reasonable and prudent measures. The reasonable and prudent measures and terms and conditions are listed below.

**REASONABLE AND PRUDENT MEASURES**

The SCNF shall minimize incidental take by:

1. Minimizing the amount and extent of incidental take from access management by implementing additional minimization/avoidance measures.

2. Ensure completion of a monitoring and reporting program to confirm that the terms and conditions in this incidental take statement are effective in avoiding and minimizing incidental take from permitted activities, and that the amount and/or extent of take is not exceeded.

## TERMS AND CONDITIONS

1. To implement RPM #1, the SCNF shall:
  - a. Minimize the amount of incidental take from access management by implementing and making readily available a MVUM that facilitates easy interpretation of designated SCNF travel routes.
  - b. Immediately begin implementation of a "Strategy" to address resource issues related to road management and implementation of the Travel Plan. This process will include, but not necessarily be limited to, the following:
    - (1) Develop a reporting form for the system to track agency personnel and public reports of SCNF road and trail problems as described in the proposed action (which is the same as the Preferred Alternative and is what the agency consulted on with NMFS.) Upon completion, the SCNF will provide a copy of the form to NMFS for review and comment. In addition the SCNF will make available copies of all completed form upon request by NMFS.
    - (2) Develop the reporting process and GIS database system for tracking and prioritization of reported road and trail problems and identified for remediation within 1 year of signing the ROD. The SCNF will notify NMFS upon completion of this reporting process. In addition, the SCNF will make available copies all GIS layers upon request by the NMFS.
    - (3) Use existing Roads Analysis and the SCNF culvert inventory to identify migration barriers to ESA-listed salmonids on authorized and unauthorized routes, and develop a process for upgrading them to allow fish passage as funding permits. Institute additional Roads Analysis and expand the culvert inventory as needed to provide information on watersheds that have not been thoroughly surveyed.
    - (4) Use existing Roads Analysis to identify roads deemed necessary for SCNF management and prioritize remedial actions that will reduce the potential for adverse effects to ESA-listed salmonids by construction of bridges or replacement culverts. Routes not deemed essential should be prioritized with respect to potential adverse effects and closed or obliterated as funding permits.
    - (5) For existing routes closed to future motorized use, annually inventory 10 percent of these routes to identify resource concerns and enter them into the reporting and tracking system database for rehabilitation prioritization. These inventories shall continue for a 10-year period, or until 100 percent of the closed routes have been inventoried.

- (6) Give preference to addressing known resource issues pertinent to travel and authorized and unauthorized travel routes over additional assessments, but initiate new assessments as needed and described above.

2. To implement RMP #2, the SCNF shall:

- a. To ensure the extent of take resulting from ford-generated turbidity does not exceed the anticipated 300-foot distance, visually observe a minimum of five ford crossings before, during, and after stream crossing annually for five years. Sediment and turbidity travel distances observed should be reported annually to the Level 1 Team.
- b. On roads and trails designated for motorized use, ensure that take does not occur to redds from fording. Annually review available spawning survey data (e.g. IDFG, USFS, and Nez Perce Tribe), cross referencing redd locations with known motorized fording locations. Where redds exist in close proximity to fords (<300 feet downstream from fords), immediately protect redds from potential effects of fording and discuss long-term solutions for these locations with the Level 1 Team. The SCNF must develop an immediate strategy to address problem locations as they are identified.
- c. Develop and provide annual reports of travel management activities, with particular attention and addressing resource damage resulting from travel routes (designated and undesignated) and identified proposed and implemented remedial actions. This report will also include annual inventory data collected from the existing routes closed to future motorized use as part of the implementation of the MVUM. Annual reports will be presented to the Level 1 Team by May 15 of each year beginning in May 2010.
- d. Use the reports identified in 2(c) to inform the Strategy, which will include a process to address resource issues related to road management and implementation of the, as well as biennial reports to NMFS.