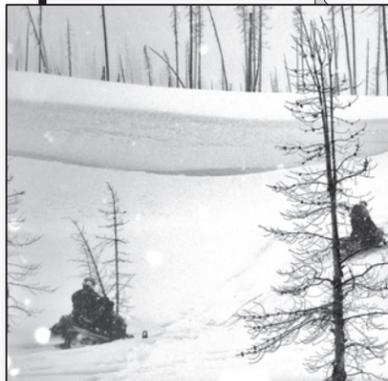
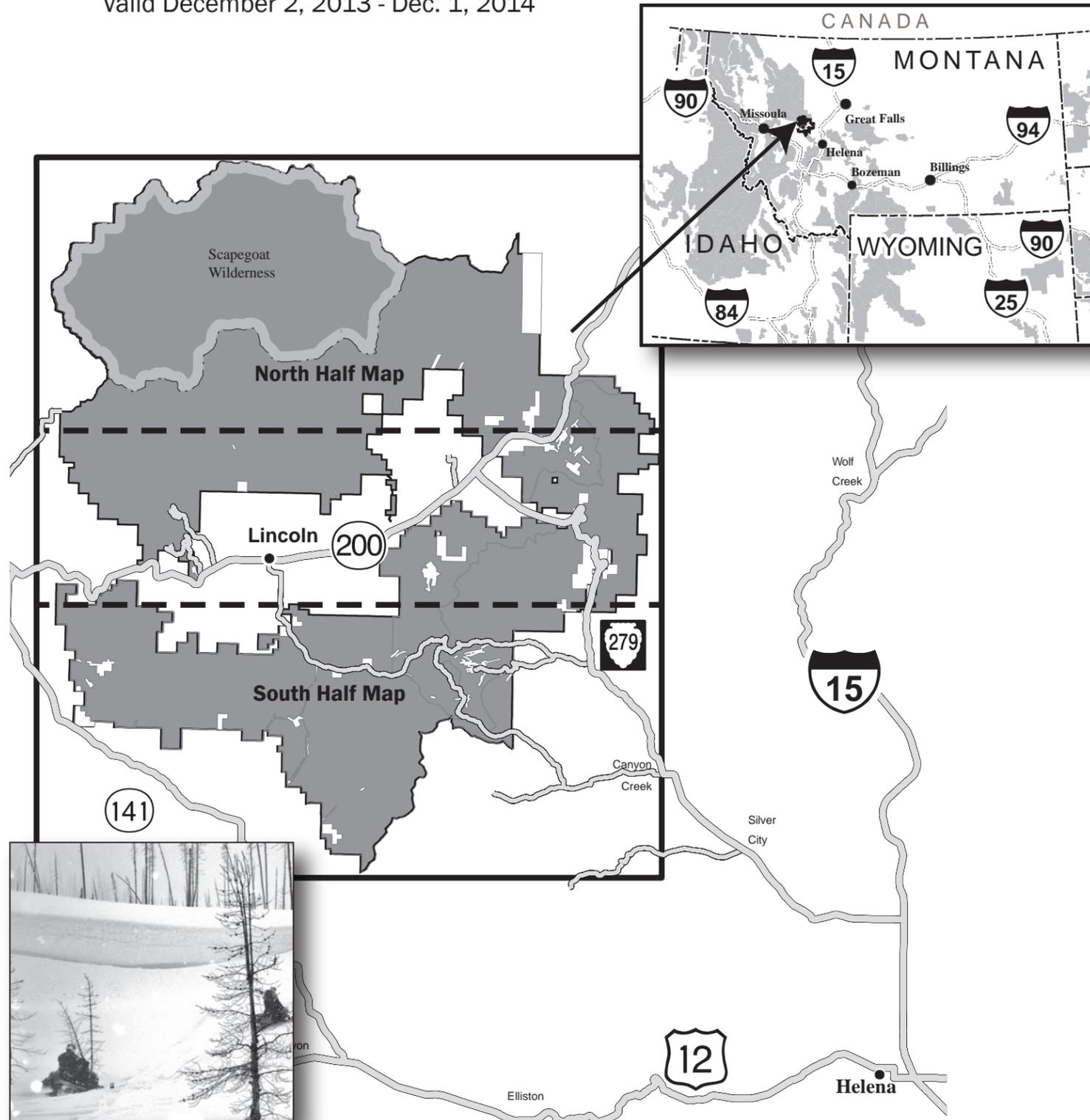




Helena National Forest, Montana Lincoln Ranger District Over-The-Snow Motor Vehicle Use Map

Valid December 2, 2013 - Dec. 1, 2014



PROHIBITIONS

It is prohibited to possess or operate an over-snow vehicle on National Forest System lands in violation of restriction or prohibition established pursuant to 36 CFR 212, subpart C (36 CFR 261.14).

Violations of 36 CFR 261.14 are subject to a fine of up to \$5000 or imprisonment for up to 6 months or both (U.S.C. 3571(e)). This prohibition applies regardless of the presence or absence of signs.

Roads, trails and areas may also be subject to temporary, emergency closures, and visitors must comply with signs notifying them of such restrictions. A National Forest may issue an order to close a road, trail, or area on a temporary basis to protect the life, health, or safety of forest visitors or the natural and cultural resources in these areas. Such temporary and/or emergency closures are consistent with the Travel Management Rule (36 CFR 212.52(b); 36 CFR 261 subpart B).

DEFINITIONS

Over-Snow Vehicle: A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow (36 CFR 212.1).

Source: Forest Service Manual 2300, Chapter 2350, Definitions 2350.05

For the purposes of this map, over-snow motorized use is synonymous with snowmobile use.

Snowmobiles (and allowed over-snow vehicles) are defined as “any self-propelled vehicle under one-thousand pounds unladen gross weight, designed primarily for travel on snow or ice or over natural terrain, which may be steered by tracks, skis, or runners.

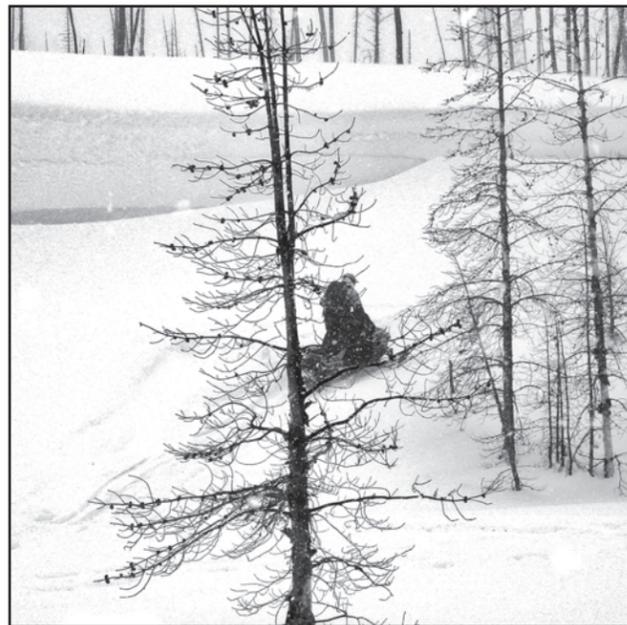
This map prohibits motorized vehicles that have been converted to tracked vehicles to be used on any trails or for cross-country over-snow motorized use.

(Blackfoot-North Divide Winter Travel Plan Environmental Assessment, Sept. 2013, pp. 2-3)

PURPOSE AND CONTENTS OF THIS MAP

This map has a limited purpose. It shows the prohibitions and open areas for use of over-snow vehicles (as defined in DEFINITIONS) on the Helena National Forest Lincoln Ranger District pursuant to 36 CFR 212.81. It shows established snowmobile routes as well as routes that are open to snowmobiles in areas closed to cross-country over-snow travel.

The display of winter trail information on this map, or areas where snowmobiles are not restricted should not be interpreted as encouraging or inviting use, or to imply that the area, trail or route is passable, actively maintained, or safe for travel. Seasonal weather conditions and natural events may render some routes and areas impassible for extended periods, even those that are groomed. Areas that do not prohibit cross-country snowmobile travel may contain dangerous or impassible terrain. Dangerous winter driving conditions will prevail on all routes, including plowed roads. This map does not indicate whether a road is plowed or not. Check with the Ranger District for specific information on road conditions.



Lincoln Ranger District

1569 Hwy 200
Lincoln, MT 59639
406-362-7000

To report poaching, hunting or fishing violations, OHV violations, littering, theft or destruction of natural and cultural resources, and any other crimes on public land, call:

1-800-TIP-MONT



Helena National Forest Supervisor's Office

2880 Skyway Drive
Helena, MT 59602
406-449-5201

<http://www.fs.usda.gov/main/helena/home>

In Emergencies

Contact the local sheriff's department or call 911

Avalanche Safety

What conditions are needed for an avalanche to happen?

- ◆ Terrain: The slope must be steeper than about 30 degrees and most often steeper than about 35 degrees. Slopes less than about 30 degrees are generally not steep enough to avalanche.
- ◆ Snow pack: The snow must be unstable. Mountain snowpacks are a series of layers stacked on top of one another. Some of the layers are hard and strong, some of them are soft and weak. The snowpack is unstable when a harder stronger layer sets on top of a softer weaker layer and the soft weak layer can barely support the hard strong layer above it.
- ◆ Trigger: A trigger provides the stress that causes the weak layer to collapse and the snowpack to avalanche. A trigger could be additional weight from more snow or it could be you.

Be Informed, Be Trained!

This information is from the Forest Service National Avalanche Center web site, which has online avalanche awareness & skills training:
<http://www.fsavalanche.org/>

The Gallatin National Forest Avalanche Center in Bozeman offers classes and more local condition information:
<http://www.mtavalanche.com/>

What are the RED FLAGS of unstable snowpack?

- ◆ Recent avalanche activity is the indisputable sign of instability. If you see recent avalanche activity the snowpack is unstable.
- ◆ Wind creates dangerous slabs; if the wind is blowing or has blown recently it has probably created dangerous wind slabs and increased the avalanche danger..
- ◆ Precipitation often increases the avalanche danger. The more snow that falls and the faster it falls the more apt it is to create dangerous conditions. And wet snow or rain falling on cold dry snow almost always causes avalanches.
- ◆ Cracks in the snow surface and/or "whooping" sounds mean that a weak layer is collapsing and that the snowpack is unstable. This is a sure sign of instability; stay on low angle slopes.

◆ If the temperature is rising; watch out! Often it will be cold powder skiing in the morning and then warm up significantly in the afternoon. This rapid warming can transform fluffy powder into a dangerous slab. This newly formed slab can change stable powder conditions into unstable slab

conditions in a very short time. In a settled more spring-like snowpack, if you are sinking into wet snow 6" or more, the snowpack surface is becoming saturated and wet slides could occur. Roller balls, snow snails and point releases all indicate wet unstable snow.

NWS Windchill Chart

		Temperature (°F)																	
		40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
Wind (mph)	Cal	36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63
	5	34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72
	10	32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77
	15	30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81
	20	29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84
	25	28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87
	30	28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89
	35	27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91
	40	26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93
	45	26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95
	50	25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97
	55	25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98
	60																		

Frostbite Times: 30 minutes, 10 minutes, 5 minutes

Wind Chill (°F) = 35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})
Where T= Air Temperature (°F) V= Wind Speed (mph) Effective 11/01/01

Windchill data is from the National Oceanic & Atmospheric Administration (NOAA)

Low Risk Travel - Snowmobilers

Low Risk Travel means you must Think Like An Avalanche. When you Think Like An Avalanche you base your decisions on objective data like observations and stability tests that reflect whether a slope is liable to slide. Never let your desire to ride a certain line blind you to what your gathered data and observations are telling you; don't deny reality.

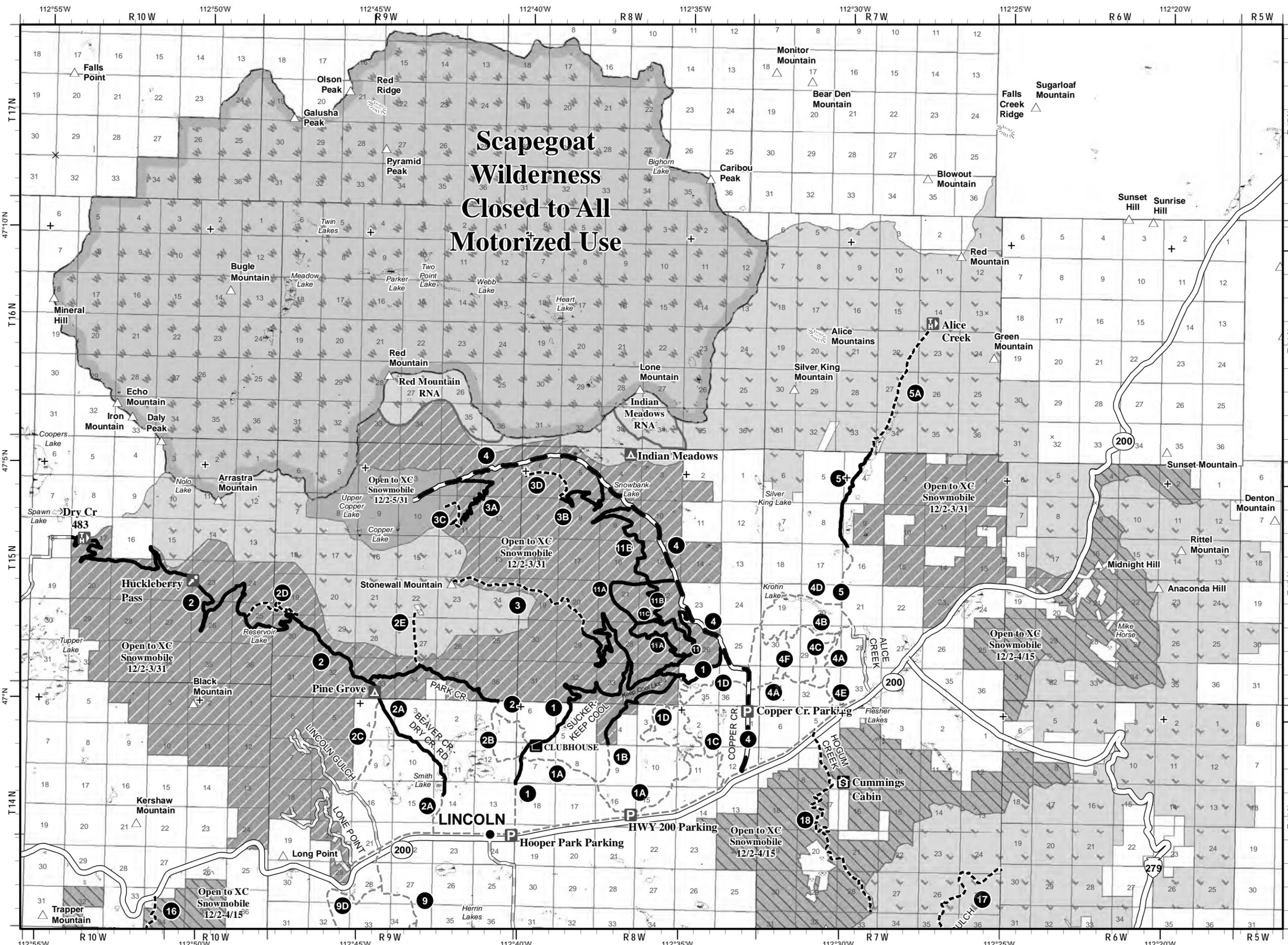
- ◆ Always choose the safest possible route. Stick to low angle ridges and dense trees.
- ◆ If you must expose multiple people, stay well spread out.
- ◆ Be careful riding in creek bottoms or drainages with steep sides that could avalanche.
- ◆ Avoid stopping in or beneath avalanche paths.

While highmarking or climbing steep hills

- ◆ Always highmark ONE AT A TIME. Other riders should watch the climber from a safe spot in thick trees or out of the runout zone.
- ◆ NEVER ride up a potential avalanche slope to help a rider get unstuck. Many snowmobilers have killed their partners when they were trying to help.



**Lincoln Ranger District
Helena National Forest
Over-The-Snow
Motor Vehicle Use Map
Valid Dec. 2, 2013 - Dec.
1, 2014**



Snowmobile & Other Winter Routes

- Groomed Snowmobile Trail #4 - Open 12/2-5/31
- Groomed Forest Service Snowmobile Trails
- Dates OPEN TO SNOWMOBILE:
North of HWY 200 Open 12/2-3/31
South of HWY 200 Open 12/2-4/15
- Ungroomed Forest Service Snowmobile Trails
- Dates OPEN TO SNOWMOBILE:
North of HWY 200 Open 12/2-3/31
South of HWY 200 Open 12/2-4/15
- Groomed and Ungroomed Other, Non-FS Snowmobile Trails (Shown for reference)
- Cross-Country Ski Trails

Area Restrictions to Cross-Country Snowmobile Travel

- Scapegoat Wilderness - Closed to all motorized use yearlong
- Research Natural Areas - Closed to all motorized use yearlong
- Closed to cross-country snowmobile use yearlong. Snowmobile use is restricted to designated routes.
- Open for snowmobile 12/2-3/31
- Open for snowmobile 12/2-4/15
- Open for snowmobile 12/2-5/31
- Lands Outside Lincoln Ranger District

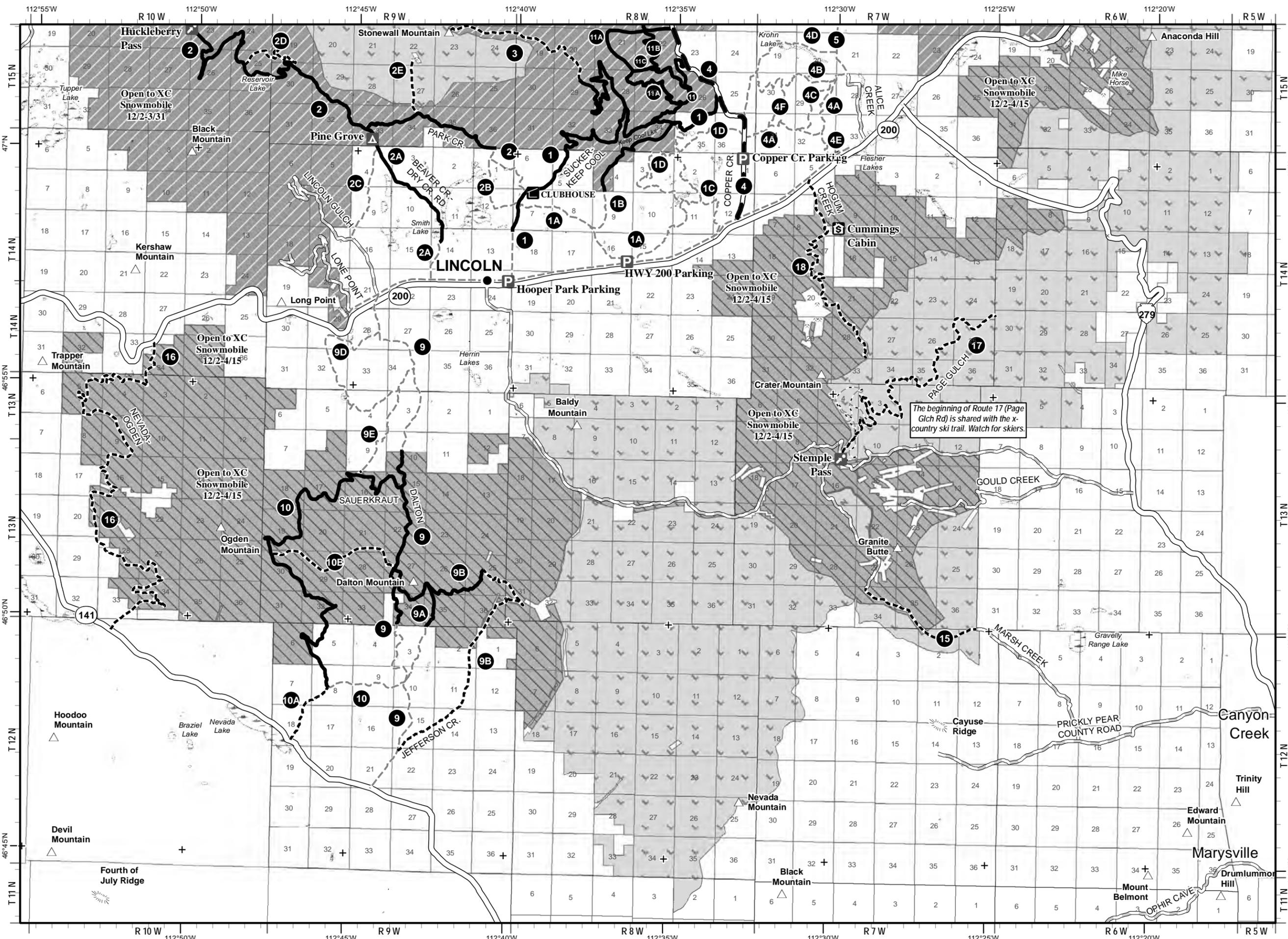
Other Features

- US and State Highways
- Major Roads (Forest &)
- Lakes, Ponds, and Swamps
- Township/Range Boundary
- Section Boundary

0 1 2 3
Miles



**Lincoln Ranger District
Helena National Forest
Over-The-Snow
Motor Vehicle Use Map
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1, 2014**



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