

APPENDIX A.
DETAILS AND EXPLANATION OF CHANGES PROPOSED TO WHEELED-MOTORIZED USE
BY ROUTE AND BY DISTRICT

Map Code	Vehicle Class and Season availability
1	Roads open to all vehicles, Yearlong - Motorized Mixed Use
2	Roads open to all vehicles, Seasonally – Motorized Mixed Use
3	Roads open to highway legal vehicles only, Yearlong
4	Roads open to highway legal vehicle only, Seasonal
5	Trails open to all vehicles, Yearlong
6	Trails open to all vehicles, Seasonal
7	Trails open to vehicles 50” or less in width, Yearlong
8	Trails open to vehicles 50” or less in width, Seasonal
9	Trails open to motorcycles, Yearlong
10	Trails open to motorcycles, Seasonal
-1	Unauthorized / User Created

Stevensville Ranger District

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)5	1	Bear Creek	0.0	2.2	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

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(TR) 24	1	Squaw Peak	0.0	1.5	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so therefore cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity.
(TR)43	1	Gold Creek Ridge	0.0	8.0	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Trails 311 and 43 show high value for a motorized recreation opportunity but this was outweighed by the area's value for its wilderness characteristics. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)44	1	Palisade	0	2.8	9	8	Currently this portion of the trail is a 50" track on the ground that receives a lot of use. The route is in a high and dry area. Provides a 50" vehicle motorized loop opportunity with Trails 86 and 88. Also links with Trail 300. Propose seasonal opening to provide elk security and non-motorized hunting experience.
(TR)44	1	Palisade	2.8	4.9	9	10	Motorcycle track on the ground on this part of the trail. The route receives a high amount of use now. Provides a loop opportunity with Trails 300, 86, and 88. Propose seasonal opening to provide elk security and non-motorized hunting experience.
(TR)53	1	Kootenai Creek	0.0	3.0	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

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(TR)116	1	St. Mary Peak	0.0	2.5	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)121	1	Sweathouse Creek	0.0	1.9	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)122	1	Gash Creek	0.0	1.1	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that accessed the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

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(TR)126	1	Bear Creek Overlook	0.0	2.6	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)146	1	Cutoff	0.0	3.7	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity. Additionally Trails 146, 147 and 213 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)147	1	Bitterroot Big Springs	0.0	3.1	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so therefore cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity. Additionally Trails 146, 147 and 213 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.

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(TR)148	1	Flat Rock Creek	0.0	5.5	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Several creek crossings without adequate fords on trails 148 and 150. Professional riders told FS personnel they would not ride trail 150 again – extremely rocky tread in bottom – would need complete construction. Geographic layout is not conducive to motorized use on trails 148 and 150. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)150	1	Signal Rock	0.0	2.5	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Several creek crossings without adequate fords on trails 148 and 150. Professional riders told FS personnel they would not ride trail 150 again – extremely rocky tread in bottom – would need complete construction. Geographic layout is not conducive to motorized use on trails 148 and 150. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)213	1	Little Threemile	0.0	3.2	9	0	Trails 24, 146, 147 and 213 all lead to Trail 313 at a section of that trail that is closed to motorized use. This means they are leading to a trail they can't currently ride on. Very light current use that started in the last few years. Trail 213 starts on private land – we have no easement so therefore cannot designate this trail. There are steep areas on these trails with > 35% slopes. Low motorized recreation opportunity. Additionally Trails 146, 147 and 213 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR) 299	1	Gleason Lake	0.0	1.4	7	0	To get to this trail you would have to go through an area closure or on a closed road. You can't legally get to this trail with a motorized vehicle. There is no constructed tread. Essentially this was a mapping error, therefore propose to close to motorized use.

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(TR)300	1	Willow Creek	0.6	3.8	9	10	This route provides multiple unique loop opportunities so we're proposing to keep the route open. Propose a seasonal restriction to be open during June 15 – Aug. 31 to address sediment and fisheries concerns.
(TR)308	1	Arasta	0.0	1.2	9	0	Trail 329 and Trail 308 lead to routes on the Lolo NF that are closed to motorized use. Low value for motorized recreation opportunity.
(TR)311	1	Gold Creek	0.0	4.5	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Trails 311 and 43 show high value for a motorized recreation opportunity but this was outweighed by the area's value for its wilderness characteristics. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)321	1	Burnt Fork	0.0	5.6	9	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain Roadless area which because of its remoteness, little motorized use currently, and being adjacent to recommended wilderness on the Lolo NF we propose to retain wilderness characteristics by prohibiting motorized use. Very Little use, including very little hunting use on Trail 321. Rest of Trail 321 is already closed. This area received support from multiple parties with diverse interests as recommended wilderness during forest planning community meetings in 2005.
(TR)329	1	Cleveland Mountain	0.0	2.4	9	0	Trail 329 goes through Plum Creek property and they have tried in the past to close portions of it. Trail 329 and Trail 308 lead to routes on the Lolo NF that are closed to motorized use. Trail 329 is pickup width but BNF has tried to narrow it to motorcycle width – however, it continually gets cut out. Closure based on private property issues – the 2005 rule prohibits designation of roads or trails outside National Forest jurisdiction.

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(TR)364	1	Mill Creek	0.0	0.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)393	1	Holloway Lake	0.0	2.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
312	1	Burnt Fork	11.9	14.4	3	0	Trails 148, 150, 311, 43, 321, 146, 147, 213 and a portion of Road 312 are in the Stony Mountain roadless area. Propose closing this portion of Rd. 312 to motorized use because of the importance of maintaining the wilderness characteristics in the Stony Mountain area. This route does not have a high motorized recreation opportunity value.
640	1	Threemile	3.7	5.1	3	0	Propose to close this portion of road because it has a very low motorized recreation opportunity value and portions are currently closed under an emergency closure order because of resource damage from a full size vehicle.
1302A	1	Beartrap	0.75	3.1	0	8	Open in the proposed action to provide a loop opportunity in an area of high demand. The first portion of Rd. 1302A is already open, can connect to road 969 which is open to full size vehicles. Low resource concern with opening the route. Propose a seasonal restriction to be open during June 15 – Aug. 31 to address watershed concerns.

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1316	1	Lower Larry Loop	0.9	3.4	2	0	Route has heavy non-motorized recreation use. Motorized use is conflicting with bicycles, horseback and hikers here. No real attraction for motorized use, low motorized recreation opportunity value. The Forest would like to emphasize non-motorized recreation in the Larry Creek area.

Darby Ranger District

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(TR)41	2	Gird Creek/Middle Ridge	0	4.5	9	8	Good motorized recreation opportunity. Good, unique opportunity to connect to other 50” motorized routes (TR)41, (TR)44 (on Stevensville RD), (TR)86, (TR)88. Part of the former Skalkaho Game Range. Popular bow-hunting area. Propose seasonal use from June 16 – Oct. 14 to provide wildlife security and non-motorized hunting experience.
(TR)77	2	Railroad Creek	0	4.2	9	0	Trails 77, 156, and 503 all lead to trail 313 which is closed to motorized in this sections. Currently low use by motorcycles. Weasel Creek (TR)156 and Railroad Creek (TR)77 have some steep sections over 35%.
(TR)86	2	Skalkaho-Gird	0	7.2	9	8	Good motorized recreation opportunity. Good, unique opportunity to connect to other 50” motorized routes (TR)41, (TR)44 (on Stevensville RD), (TR)86, (TR)88. Part of the former Skalkaho Game Range. Popular bow-hunting area. Propose seasonal use from June 16 – Oct. 14 to provide wildlife security and non-motorized hunting experience.

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(TR)88	2	Dam Creek	0	1.2	10	8	Good motorized recreation opportunity. Good, unique opportunity to connect to other 50” motorized routes (TR)41, (TR)44 (on Stevensville RD), (TR)86, (TR)88. Part of the former Skalkaho Game Range. Popular bow-hunting area. Propose seasonal use from June 16 – Oct. 14 to provide wildlife security and non-motorized hunting experience.
(TR)149	2	Skalkaho/Little Burnt Fork	0	2.3	9	0	Low motorized recreation opportunity. Some very steep sections on first quarter of the trail. On the line of an existing area closure. Currently low use.
(TR)156	2	Weasel Creek	0	3.8	9	0	Trails 77, 156, and 503 all lead to trail 313 which is closed to motorized in this sections. Currently low use by motorcycles. Weasel Creek (TR)156 and Railroad Creek (TR)77 have some steep sections over 35%.
(TR)293	2	Bailey Lake	0	1	9	0	This trail is within the Research Natural Area. It has low use and there are other lakes in the area accessible by motorized vehicle.
(TR)503	2	Skalkaho Creek-Jerry Lake	0	5.3	9	0	Trails 77, 156, and 503 all lead to trail 313 which is closed to motorized in this sections. Currently low use by motorcycles. Weasel Creek (TR)156 and Railroad Creek (TR)77 have some steep sections over 35%.
(TR)504	2	Rye Creek-Hot Springs	0	2.4	9	0	No easement for the trail through private property at N. end of trail 504. Cannot designate as open on private.
(TR)510	2	Cross Country	1.9	6.2	10	8	Nice opportunity for 50” vehicles close to town. Links to Rd. 720 to provide a loop. Close to town.
(TR)512	2	Sawdust Gulch	0	1.3	10	0	Trail is not totally on National Forest. Encroachment on State lands. Cannot designate as open.
(TR)528	2	Chaffin Creek	0.0	2.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and, 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

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321	2	North Rye Creek	1.3	4.5	3	0	This segment of the North Rye Creek Road is a chronic producer of sediment into a major tributary of a 303(d) listed stream. North Fork of Rye Creek is a westslope cutthroat steam. Effective improvements to the existing road would be very costly. Elimination of motorized traffic would reduce sediment production and delivery. The area accessed by this closure can be accessed by other routes, however driving distance will be increased.
374	2	Trapper Chaffin	2.2	6.7	3	1	Allowing mixed motorized use on this route would provide a loop opportunity for 50” vehicles in conjunction with some short links that already exist on the ground.
374A	2	Hart Bench Loop	0.0	7.5	3	1	Allowing mixed motorized use on this route would provide a loop opportunity for 50” vehicles in conjunction with some short links that already exist on the ground.
374A	2	Hart Bench Loop	7.5	10.8	4	2	Allowing mixed motorized use on this route would provide a loop opportunity for 50” vehicles in conjunction with some short links that already exist on the ground.
446	2	Robbins Gulch	1.5	3.1	3	0	This road contributes sediment to a tributary of a 303(d) listed stream. It is in a bad location sitting lower than the creek and in the stream channel in places causing serious sedimentation problems. Though the route has a high motorized recreation value we propose closing it to motorized access to reduce sedimentation delivery.
5623	2	South Lick Creek	0.0	3.8	4	4 ¹	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.
5628A	2	Trapper Trailhead	0.0	.7	3	4	Propose seasonal use from June 16 – Oct. 14 to provide wildlife security during hunting season and during use of winter range.
13234	2						
13272	2	Timber	0	0.8	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing.
13272A	2	Timber Road	0	0.2	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing.
13273	2	Little Trapper	0	0.5	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing.

¹ This seasonal change of one month is not highlighted as a change on the proposed action map.

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13274	2	Little Trapper	0	1.0	3	0	Low motorized recreation opportunity. Short spur road with resource benefits to closing .
13276	2	South Trapper	0	0.6	3	4	Seasonal restriction added to provide elk security during hunting season. Open from Dec. 2 – Oct. 14. This was part of Huck-Trap decision.
13278	2	South Trapper	0	0.5	3	0	Low motorized recreation opportunity. Short spur road.
62409	2	Chaffin Creek	0	1.1	8	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62412	2	Little Trapper	0.0	1.6	3	4	Propose seasonal use from June 16 – Oct. 14 to provide wildlife security during hunting season and during use of winter range.
62413	2	Burnt Ridge	0.0	0.3	4	8	This section of road between road 62880 and RD-DARD-02 provides a loop opportunity for 50” vehicles. Propose changing from open to highway vehicles to open to vehicles 50” or less for safety and quality of motorized experience.
62800	2	Two Bear	0	1.2	7	0	Sleeping Child Creek is a 303(d) listed stream; closing would reduce sedimentation. Closing reduces motorized use in an otherwise non-motorized area. Road doesn’t provide good motorized recreational opportunity.
62865	2	Little Trapper-Trapper	0.0	0.1	3	4	Propose seasonal use from June 16 – Oct. 14 to provide wildlife security during hunting season and during use of winter range.
62865	2	Little Trapper-Trapper	0.1	1.7	3	0	This portion of the road crosses stream, it is near residences and it is one of several terraced roads. It provides low motorized recreation value.
62866	2	Little Trapper Trapp	0.0	1.0	7	4	On the ground this route is already open to full size vehicles. The route is needed for full size vehicle access to private property.
62880	2	Little Trapper	0.0	1.0	4	8	This route provides a loop opportunity for 50” vehicles. Propose changing from open to highway vehicles to open to vehicles 50” or less for safety and quality of motorized experience.
62882	2	Little Trapper	0.0	1.6	0	8	Existing route on the ground. This route links with other 50” vehicle routes to provide loop opportunities with low resource concerns.

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62885	2	Chaffin Cr. Hart Gulch	0.0	0.4	4	8	This route provides a loop opportunity for 50” vehicles. Propose changing from open to highway vehicles to open to vehicles 50” or less for safety and quality of motorized experience.
62887	2	Chaffin Cr.-Hart Gulch	0.0	5.0	4	8	This route provides a loop opportunity for 50” vehicles. Propose changing from open to highway vehicles to open to vehicles 50” or less for safety and quality of motorized experience.
62893	2	McCoy Creek	0.7	1.0	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62894	2	McCoy Creek-Spoon	1.5	1.6	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62905	2	Chaffin Creek	0.0	0.3	4	0	Short spur no longer needed. Low motorized recreation opportunity. Watershed benefits to closure.
62905	2	Chaffin Creek	0.3	0.8	7	0	Short spur no longer needed. Low motorized recreation opportunity. Watershed benefits to closure.
62906	2	Little Trapper	0	0.9	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
62909	2	Bunkhouse	0.4	0.7	7	0	Roads 62909 and 62910 were decommissioned in a previous decision. Both these roads lead right to private property. Propose to keep the first portion of this route open to provide a motorized loop opportunity w/ RD-OHV1-21 and 62910 on the south side of Lake Como. Proposed to close the rest of the route to preserve investment in decommissioning and eliminate public use on private property.
62910	2	Bunkhouse	0.6	1.7	7	0	Roads 62909 and 62910 were decommissioned in a previous decision. Both these roads lead right to private property. Proposed to close to preserve investment in decommissioning and eliminate public use on private property.
62977	2	Little Trapper	0.0	0.2	4	0	This is a short spur with low motorized recreation value and resource benefits to closing.
74950	2	Chaffin Creek	0.0	0.6	0	8	Opening this short route provides additional loop opportunity for 50” vehicle users with low resource concerns.

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74973	2	Chaffin Creek	0.0	0.1	4	0	This is a short spur with low motorized recreation value.
74996	2	Burnt Ridge	0.0	0.6	4	8	This route provides a loop opportunity for 50” vehicles. Propose changing from open to highway vehicles to open to vehicles 50” or less for safety and quality of motorized experience.
RD-DARD-01	2	Burnt Ridge	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50” vehicles in the area including 62885 and 62880. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-02	2	Leavens	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50” vehicles in the area including 74996 and 62887. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-03	2	Sec. 10	0.0	0.2	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50” vehicles in the area including 62885 and 62882. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-04	2	Burnt Ridge	0.0	0.2	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes open to 50” vehicles in the area including 62413 and 62887. High motorized recreation opportunity value and high existing use with low resource concerns.
RD-DARD-05	2	Ray’s Trail	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule but would need re-location . This route links with other routes open to 50” vehicles in the area including 374A to 62887. High motorized recreation opportunity value with low resource concerns. Provides a key connector for a highly used loop.
RD-OHV1-21	2	Bunkhouse	0.0	0.3	-1	8	Proposed action provides motorized opportunities south of Lake Como and less motorized opportunities immediately north of Lake Como to reduce user conflicts. Existing route on the ground in the appropriate location – legal under Tri-State rule – that provides a large loop opportunity. This route links with other routes open to 50” vehicles in the area including 62909 with 550A. High motorized recreation opportunity value with low resource concerns.
TR-OHV1-24	2	Lost Horse	0.0	0.8	-1	7	Existing route on the ground – legal under Tri-State rule and in an appropriate location. This route links with other routes open to 50” vehicles in the area including Routes 496 and 74985 (loops with 5620, 62953, 4985). High use area High motorized recreation opportunity value with low resource concerns.

Sula Ranger District

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)9	3	Continental Divide National System Trail	14.8	31.4	9	0	Propose closing this section of trail to motorized use to follow the intent of the Continental Divide Trail Comprehensive Plan which calls for non-motorized use on trail sections between sections that are already non-motorized (this includes Anaconda-Pintler Wilderness and Gibbons Pass to Chief Joseph Pass in this case) and for any newly constructed sections. Thus, this section will be closed in the proposed action.
(TR)78	3	Reimal Tolan Divide	0.0	4.3	10	8	50" track already exists on the ground for this portion of the trail (up to its intersection with trail 403) and has been used legally by ATV's under the Tri-State Rule. Maintain current seasonal use of Dec 2 – Oct 14.
(TR)78	3	Reimal Tolan Divide	5.0	5.4	10	0	Trail 78 is proposed for closing because it accesses Trail 9, which is proposed for closure to be consistent with the Continental Divide Trail Comprehensive Plan.
(TR)103	3	Warm Springs Creek	0.0	4.5	10	0	By closing this portion of Trail 103 (and Trail 404 and part of Trail 177) to motorized use it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users, while providing a motorized loop experience in the same general area (Portion of trail 177, 178, 205, 103, 673 back to 177). Small sections of trail would still be shared.
(TR)170	3	Swift Creek	0.0	1.9	9	0	Trail 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes eliminate motorized use on trails within a short distance of designated wilderness areas. Trail 170 is very steep and sandy with switch-backs. Trail 170 is also within an area where preserving wilderness characteristics is important). Low motorized use recreation opportunity value.
(TR)171	3	Meadow Bugle	0.8	1.7	9	0	This portion of trail 171 accesses the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing this portion of the trail to eliminate motorized use on trails within a short distance of designated wilderness areas. The remainder of trail 171 and trail 172 would remain open to motorcycle use.
(TR)177	3	Warm Springs Ridge	0	1.0	10	8	By keeping portions of Trail 177 and Trails 728, 178, 205, 103, and 673 open to motorized use, (while closing portions of Trails 177, 103 and Trail 404) it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users while providing a quality motorized loop experience and a quality non-motorized loop opportunity. (Some small sections of trail would still be shared).

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)177	3	Warm Springs Ridge	1.0	7.8	10	0	By closing this portion of Trail 177 (and Trail 404 and part of Trail 103) to motorized use it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users, while providing a motorized loop experience in the same general area (Portion of trail 177, 178, 205, 103, 673 back to 177). Small sections of trail would still be shared.
(TR)177	3	Warm Springs Ridge	7.8	14.3	9	10	By keeping portions of Trail 177 and Trails 728, 178, 205, 103, and 673 open to motorized use, (while closing portions of Trails 177, 103 and Trail 404) it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users while providing a quality motorized loop experience and a quality non-motorized loop opportunity. (Some small sections of trail would still be shared). Propose a seasonal use from Dec. 2 to Oct 14 to provide elk security during the hunting season.
(TR)203	3	Tolan-Reimel Ridge	0.0	5.0	10	0	Route is not totally on National Forest; we can not designate a route the government doesn't have jurisdiction on. Minimal public motorized use currently.
(TR)205	3	Porcupine Creek	0.0	4.8	9	10	By keeping portions of Trail 177 and Trails 728, 178, 205, 103, and 673 open to motorized use, (while closing portions of Trails 177, 103 and Trail 404) it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users while providing a quality motorized loop experience and a quality non-motorized loop opportunity. (Some small sections of trail would still be shared). Propose allowing motorcycle use between Dec. 2 – Oct 14, restricting motorized use during big-game hunting season.
(TR)400	3	Capri Lake	0.0	0.2	10	8	Propose changing this portion of the trail to motorcycle access, instead of 50" vehicles, to avoid impacts near the lake. Would have to construct a 50" tread up to the lake to avoid resource impacts if left open to 50" vehicles. A 50" track already exists on the ground on the other portion of this trail to Pass Lake. That portion of the trail will remain a 50" vehicle designation.
(TR)403	3	Tolan-Reimel Cutoff	0.0	4.6	10	0	Portion of this trail have been obliterated by the 2000 fire; tread is no longer visible. Very low motorized recreation opportunity value.
(TR)404	3	Fire Creek	0.0	4.6	9	0	By closing Trail 404 (and portions of Trails 103 and 177) to motorized use it would reduce existing user conflicts between stock from Crazy Creek stock facilities and motorized users, while providing a motorized loop experience in the same general area (Portion of trail 177, 178, 205, 103, 673 back to 177). Small sections of trail would still be shared.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)434	3	Hole in the Wall	0.0	4.1	9	0	Trails 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes to eliminate motorized use on trails within a short distance of designated wilderness areas. Low motorized use recreation opportunity value. Trail 434 is also within an area where preserving wilderness characteristics is important.
(TR)436	3	McCart Lookout	0.0	0.2	9	0	Trail 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes to eliminate motorized use on trails within a short distance of designated wilderness areas. Low motorized use recreation opportunity value.
(TR)462	3	Meadow Creek Ridge	0.0	0.3	9	0	Trail 170, 436, 434, 462 and portions of 171 access the Anaconda Pintler Wilderness where motorized use is prohibited. We propose closing these routes to eliminate motorized use on trails within a short distance of designated wilderness areas. Low motorized use recreation opportunity value.
TR-OHV1-25	3	Elk Gulch	0.0	2.1	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). This route is a loop link between 50” trail on road 13349 and road 73214. High motorized recreation opportunity value with low resource concerns.
TR-OHV1-27	3	Bertie Lord	0.0	0.2	-1	8	Existing route on the ground – legal under Tri-State rule. This route links 50” vehicle routes 13313 and 13316. Low resource concerns.
TR-OHV1-28	3	Tepee Link	0.0	0.1	-1	8	Existing route on the ground – legal under Tri-State rule. This short route links route 5786 with 50” vehicle route 73996 providing a motorized loop opportunity with little resource concern.
TR-OHV1-30	3	Bugle Creek Link	0.0	0.6	-1	8	Existing route on the ground – legal under Tri-State rule. This short route links 50" vehicle routes 73609 and 73610 providing a motorized loop opportunity with little resource concern.
TR-OHV1-45	3	Kerlee Creek	0.0	0.5	-1	8	Existing route on the ground – legal under Tri-State rule. This route links roads 73274 and road 5758 on the contour providing a good loop opportunity on existing tread. High motorized recreation opportunity value and low resource concerns.
TR-OHV1-64	3	Waugh Creek	0.0	1.7	-1	10	Existing route on the ground – legal under Tri-State rule. Connects road 5733 to single track route (TR)177 providing loop opportunity. Low resource concern with relatively high motorized recreation opportunity value.
TR-OHV3-01	3	Bugle Creek	0.0	0.04	-1	8	Existing route on the ground – legal under Tri-State rule. This short route links 50" vehicle routes providing a motorized loop opportunity with little resource concern.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
TR-SURD-03	3	Elk Point	0	0.7	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
TR-SURD-04	3	Franklin Gulch	0	2.1	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
TR-SURD-05	3	Elk Point	0	1.0	-1	8	Existing route on the ground – legal under Tri-State rule. This route links with other routes in the area including Road 73447, TR-OHV1-25, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
TR-SURD-06	3	Shirley Mountain	0	0.9	-1	8	Existing route on the ground – legal under Tri-State rule. Short spur, low resource concerns.
TR-SURD-07	3	Shirley Mountain	0	0.9	-1	8	Existing route on the ground – legal under Tri-State rule. Accesses Shirley Mountain, low resource concerns.
RD-OHV1-05	3	Maynard Creek	0.0	0.3	-1	8	Existing route on the ground – legal under Tri-State rule. This route is a loop link between 50” trail on road 13349 and road 73214. High motorized recreation opportunity value with low resource concerns.
RD-OHV2-02	3	Springer Creek Saddle	0.0	1.7	-1	8	Existing route on the ground – legal under Tri-State rule. Links road 13355 with 50” vehicle route 5759 along a ridge providing a loop opportunity on existing tread. High motorized recreation opportunity value and low resource concerns with route.
RD-SURD-01	3	Bertie Lord	0.0	0.4	-1	8	Existing route on the ground – legal under Tri-State rule. Links road 13313 and road 13314 for a loop opportunity with low resource concerns.
13304	3	Head of Lyman Creek	1.5	2.4	8	0	The Sula District has requested funds form the Resource Advisory Council to decompact, remove crossings and recontour drainages on this 0.9 mile section of road which will improve fish passage on Lyman Creek, reduce risk of culvert failure on a seldom-used road, reduce erosion and improve infiltration.
13305	3	Head of Lyman Creek	0	1.8	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13313	3	Tepee Creek	11.5	12.1	8	0	Short section of road determined not to be needed for motorized use through the Middle East Fork Roads Analysis.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
13320	3	Head of Doran Creek	0	0.6	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13348	3	Head of Pasture Draw	0	0.8	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13353	3	Elk Point East	0	0.5	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
13354	3	Elk Point East	0	1.1	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73154	3	Cameron Creek	0	2.7	3	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73154	3	Cameron Creek	0	2.7	7	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73216	3	Lyman Creek	0	0.6	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73216	3	Pasture Draw	0	0.6	8	0	The State Department of Natural Resources requests that these routes be closed in the proposed action. The State does not allow OHV use on State lands and this route crosses State land.
73248	3	Guide Creek	0.0	0.8	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73249	3	Guide Creek	0.0	0.6	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73250	3	Guide Creek	0.0	1.9	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
73258	3	Jennings Camp Creek	0.0	0.7	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73259	3	Jennings Camp Creek	0.0	1.9	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73260	3	Jennings Camp Creek	0.0	0.9	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73261	3	Jennings Camp Creek	0.0	0.3	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73262	3	Jennings Camp Creek	0.0	0.4	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73291	3	Mink Creek	0	0.2	7	0	Roads 73248, 73249, 73250, 73258, 73259, 73260, 73261, 73262, 73291 are all short sections of road that were determined not to be needed for motorized use through the Middle East Fork Roads Analysis. Routes 73258, 73260, 73261 were recently decommissioned through the Middle East Fork Hazardous Fuels EIS.
73447	3	Elk Point	0.0	2.0	0	8	This road links with other routes in the area including TR-OHV1-25, RD-OHV1-05, TR-SURD-03, TR-SURD-04 and TR-SURD-05). High motorized recreation opportunity value with low resource concerns.
73623	3	Bugle Creek	0	0.2	0	8	These routes (73623, 73625 & TR-OHV1-30) provide linkages to create loops with little resource concerns.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
73625	3	Bugle Creek	0	0.7	0	8	These routes (73623, 73625 & TR-OHV1-30) provide linkages to create loops with little resource concerns.

West Fork Ranger District

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR) 55	4	Little Boulder	0.0	5.0	9	10	Accesses a lake. Low resource concerns with motorized use. Retain motorcycle access but add season of use restrictions of December 2 – October 14.
(TR)137	4	Jack the Ripper	0.0	3.5	9	0	Trails 137 and 614 are in a portion of the Blue Joint Montana Wilderness Study Area which because of its adjacency to the Frank Church Wilderness, high opportunity for solitude, and significant scenic attractions we propose to retain wilderness characteristics by prohibiting motorized use. Trail 137 does not provide a high value as a motorized recreation opportunity. This portion of the Blue Joint area has had, and continues to have support for wilderness designation. The Chicken-Deer-Razorback motorized trail loop (Trails 138, 139, 106), to the south and outside the area recommended for wilderness is proposed to remain open to motorized use.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)142	4	Sheephead Creek	0.0	7.2	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)183	4	Bare Cone	0.0	3.3	9	0	This trail has no stream crossing for the Nez Perce Fork and has very steep grades which raise sedimentation concerns. Low amount of current use.
(TR)247	4	Boulder Point Lookout	0.0	2.5	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)614	4	Blue Joint	0.00	15.3	9	0	Trails 137 and 614 are in a portion of the Blue Joint Montana Wilderness Study Area which because of its adjacency to the Frank Church Wilderness, high opportunity for solitude, and significant scenic attractions we propose to retain wilderness characteristics by prohibiting motorized use. Trail 614 accesses the Selway Bitterroot Wilderness, where motorized use is not allowed. This portion of the Blue Joint area has had, and continues to have support for wilderness designation. The Chicken-Deer-Razorback motorized trail loop (Trails 138, 139, 106), to the south and outside the area recommended for wilderness is proposed to remain open to motorized use. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
(TR)627	4	Castle Rock	0.0	4.8	9	0	These trails (5, 53, 116, 121, 122, 126, 364, 393 on Stevensville; 528 on Darby; and 142, 247 and 627 on West Fork) access the Selway Bitterroot Wilderness, where motorized use is not allowed. We propose closing them to eliminate motorized use on trails within a short distance of designated wilderness areas. These routes are not the right setting for motorized use. They do not receive a high amount of motorized use now – low demand. Low motorized recreation opportunity and relatively high resource benefits with closing. Closing trails that access the Selway Bitterroot Wilderness received support from multiple parties with diverse interests during forest planning community meetings.
(TR)675	4	Piquett Creek	0.0	7.0	9	0	This trail is right on Piquett Creek and crosses it several times. It also leads to a large weed-free area. Motorized users have other options to access the same general area (Trails 676, 56 and 248 are open to motorized use).
(TR)676	4	Piquett Divide	0.0	9.0	9	10	Accesses a lake. Low resource concerns with motorized use. Retain motorcycle access but add season of use restrictions of December 2 – October 14.
(TR)95	4	Thunder Mountain	0.0	3.5	7	0	Low to moderate recreation opportunity. Potential concerns with sensitive plants and weed free areas. Other trails in proximity (Trails 106 and 184) offer better motorized recreation opportunity.
(TR)218	4	Salt Creek	0.0	0.6	9	0	Trail accesses Trail 95 which has been closed to motorized use in the proposed action. No reason to keep Trail 218 open to motor vehicle with Trail 95 closed.
TR-OHV1-40	4	Jew Mountain Loop	0.0	1.5	-1	8	User created trail that exists on the ground. Provides a unique opportunity for motorized access to a nice overlook with minimal resource impacts. Seasonal use from Dec 2 to Oct 14 to prohibit motorized use during the hunting season which is consistent with Trail 185 that this trail hooks into.
5630	4	Lavene Creek	0.6	3.8	4	4 ²	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.

² This seasonal change of one month is not highlighted as a change on the proposed action map.

Route #	District	Name	Mile Post Approx.		Map Codes*		Explanation of the Needs or Objectives that led to the Proposed Changes Coarse Filters ~ Initial Screening
			Begin	End	Existing	Proposed	
5635	4	Soda Springs	3.6	5.8	8	8 ²	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.
62416	4	Lavene Creek	0	0.6	8	8 ²	Increased the season of motorized use by one month; changed the open season from June 16 – August 31 to June 16 – Oct 14. There is not a resource based reason for this area to be closed to motorized use in September or early October. This change simplifies the motorized use designations by eliminating one of the seven seasonal restriction types.

* Map Code 1 & 2 = Roads open to all vehicles, Yearlong & Seasonally; 3 & 4 = Roads open to highway legal vehicle only, Yearlong & Seasonally; 5 & 6 = Trails open to all vehicles, Yearlong & Seasonally; 7 & 8 = Trails open to vehicles 50” or less in width, Yearlong & Seasonally; 9 & 10 = Trails open to motorcycles, Yearlong & Seasonally.

(TR) = TR is part of the name of the route in our data base. To determine if the route is managed as a trail see the map codes. Codes 5 through 10 are managed as trails; Codes 1-4 are managed as roads.

XX-XXX-XX = Routes with a label with 3 groupings of letters and numbers such as this are currently unauthorized / user created routes. These include off-road vehicle tracks which have not been designated and travel ways abandoned from the forest transportation system, but that still exist on the ground.

District = 1- Stevensville; 2-Darby; 3-Sula; 4-West Fork