

APPENDIX H

**FRANK CHURCH-RIVER OF NO RETURN
TRANSPORTATION PLAN**

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Introduction

To evaluate the transportation system associated with the FC – RONRW and make informed decisions about its management the following information was compiled. The components that make up the transportation system for the FC – RONRW are roads, trailheads, waterways and trails.

The roaded access to the boundary of the FC – RONRW is managed by two regions, several forests and even more districts. Although it is obvious to managers that the number, type and condition of the roads that provide access to Wilderness are a major controlling factor with respect to the transportation system, the roaded access was not evaluated on a road-by-road basis. Roaded access was assessed by the type of vehicle suggested for travel to gain access to a particular trailhead.

Before addressing the transportation system that provides access to and within the FC – RONRW, all of the Wilderness portals and trailheads were identified. It was decided not to evaluate all of the portals (managed access point where a visitor makes the transition from Non-Wilderness Lands to Wilderness Lands). The analysis focused on the roaded trailheads and landing strips that provide immediate or close access to the Wilderness lands.

Roads and Trailheads

To differentiate between the type of access that the public has to a given trailhead and the Wilderness beyond, all of the trailheads were classified by the type of motor vehicle needed to reach a particular trailhead.

Four classes of trailheads were identified:

- Sedan
- High Clearance
- Four Wheel Drive
- Aircraft

Sedan access provides the highest level of roaded access to the Wilderness and the transportation system within the Wilderness because most motor vehicles can gain access including vehicles pulling trailers and large stock trucks. High Clearance is the next lower level of roaded access. High Clearance trailheads may be accessible by sedan for portions of the year, but overall, area managers suggest the use of vehicle with high clearance. Many of these trailheads may also be reached by vehicles pulling trailers or large stock trucks, but not all. Four Wheel Drive is the lowest level of roaded access because as a rule a vehicle with four wheel drive and high clearance is recommended to gain access. These four wheel drive trailheads maybe accessed by a vehicle with high clearance for portions of the year but almost never by a sedan, vehicles pulling trailers, or large stock trucks. The fourth class of trailhead identified was aircraft. These trailheads may provide the lowest level of access due to the type of vehicle necessary to reach them. Although the public has access to commercial air transportation services for access to the trailheads, a relatively small portion of the public owns aircraft.

Figure #1: Trailheads by Type of Access

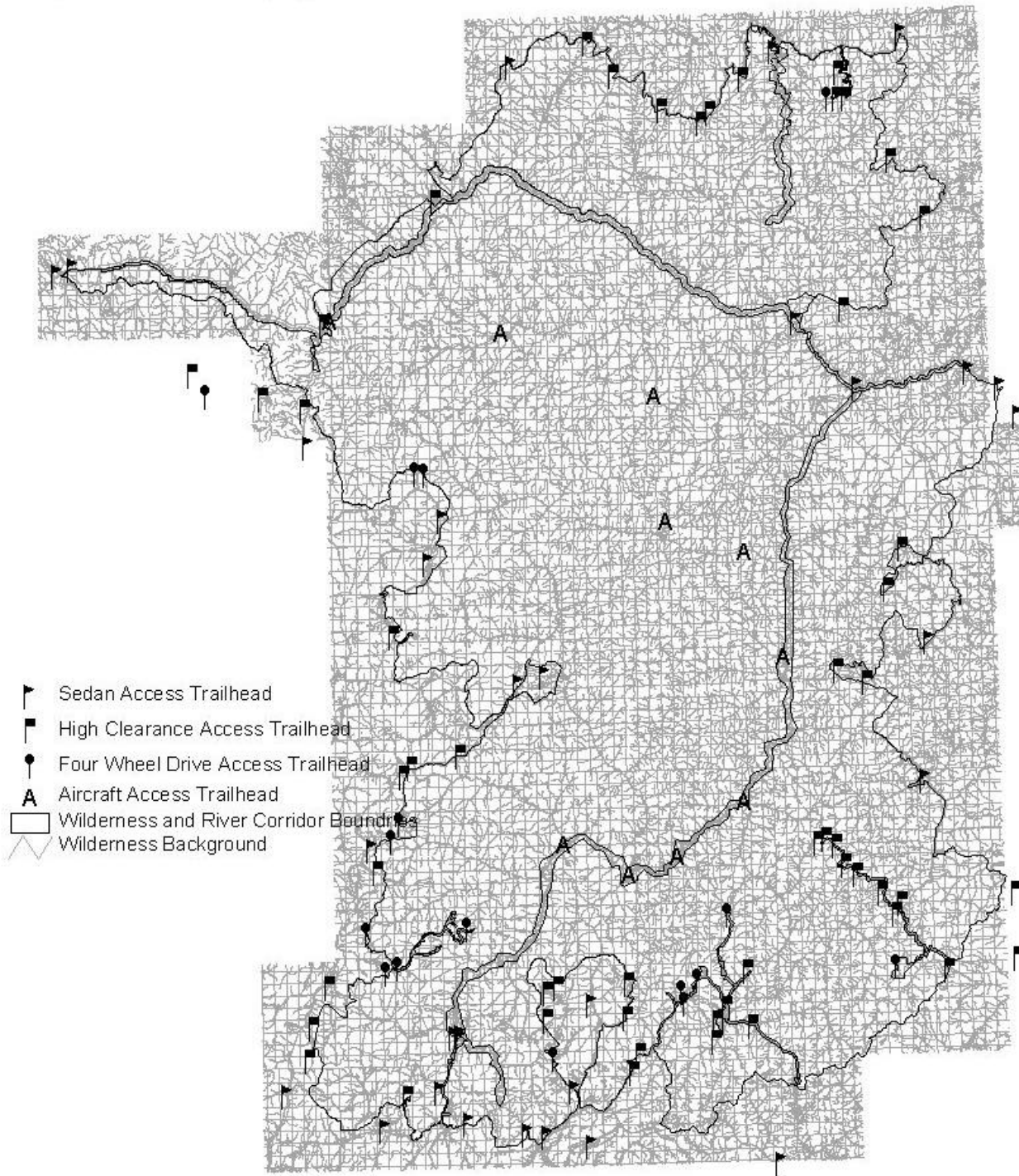


Table #1: Trailheads by Forest, District and Type of Access.

Nez Perce National Forest; Red River Ranger District		Boise National Forest; Lowman Ranger District	
Trailhead	Type of Access	Trailhead	Type of Access
14 mile tree	Sedan	Fir Creek	Sedan
Mackay Bar	High Clearance	N. Fk. Elk Creek	Sedan
Dry Saddle	High Clearance	Porter Creek	Sedan
Poet Creek	High Clearance	Mountain Meadows	High Clearance
Whitewater	High Clearance		
Wilson Bar	Aircraft		
Payette National Forest; Krassel Ranger District		Salmon and Challis National Forests; Middle Fork Ranger District	
Trailhead	Type of Access	Trailhead	Type of Access
Lookout Mountain Ridge	Sedan	Dagger Falls	Sedan
Missouri Ridge	Sedan	Middle Fork River Transfer Camp	Sedan
Hettinger	Sedan	Rapid River	Sedan
Upper Monumental	Sedan	Langer Monument	Sedan
Big Creek	Sedan	Boundary Creek	Sedan
Lick Creek	Sedan	Camptender	Sedan
Republican Flat	High Clearance	Mayfield Creek	High Clearance
Smith Saddle	High Clearance	Rat Creek	High Clearance
Raines Creek	High Clearance	Phillips Creek Transfer Camp	High Clearance
Mosquito Ridge	Four Wheel Drive	Bridge Creek Ridge	High Clearance
Pueblo Summit	Four Wheel Drive	Warm Springs Creek	High Clearance
Warren Creek	Four Wheel Drive	Mahoney Creek	High Clearance
Cabin Creek	Aircraft	Loon/Pioneer Creek	High Clearance
Chamberlain	Aircraft	Hot Creek	High Clearance
Cold Meadows	Aircraft	Trail Creek	High Clearance
Soldier Bar	Aircraft	Rock Lake	High Clearance
		Josephus Lake	High Clearance
		Liberty Creek Ridge	High Clearance
		Fly Creek	High Clearance
		S.Fk. Camas Transfer Camp	High Clearance
		Greyhound Mountain (2)	High Clearance
		Bernard Creek (top)	High Clearance
		Sleeping Deer	High Clearance
		Sheep Mountain	High Clearance
		Duffield (bottom)	Four Wheel Drive
		Seafoam Lake	Four Wheel Drive
		Duffield (top)	Four wheel Drive
		45 Creek	Four Wheel Drive
		Morehead Mtn.	Four Wheel Drive
		Horse Ladder	Four Wheel Drive
		Kerr Creek	Four Wheel Drive
		Blue Lake	Four Wheel Drive
		Indian Springs	Four Wheel Drive
		Lower Loon	Aircraft
Boise National Forest; Cascade Ranger District			
Trailhead	Type of Access		
Buck Creek	Sedan		
Summit Trail	High Clearance		
N.Fk. Sulphur Creek	High Clearance		
W.Fk. Elk Creek	High Clearance		
Sulphur Creek	High Clearance		
Pistol Lake	High Clearance		
Mule Hill	High Clearance		
Big Chief	High Clearance		
Snowshoe Cabin/Pistol Creek	Four Wheel Drive		
Springfield Mine Road (2)	Four Wheel Drive		
Honeymoon Ridge	Four Wheel Drive		
Indian Creek	Aircraft		
Mahoney Creek	Aircraft		
Thomas Creek (State)	Aircraft		

Salmon and Challis National Forest;
Yankee Fork Ranger District

Trailhead	Type of Access
West Fork	Sedan
Knapp Creek	Sedan
Marsh Creek Transfer Camp	Sedan
Beaver Creek	Sedan
Beaver/Trail Creek	High Clearance

Salmon and Challis National;
Challis Ranger District

Trailhead	Type of Access
West Fork Morgan	Sedan
Little W. Fk. Morgan	High Clearance
Pats Creek Transfer Camp	High Clearance

Salmon and Challis National
Forests; Salmon/Cobalt Ranger
District

Trailhead	Type of Access
Upper Yellowjacket	Sedan
Garden Creek	Sedan
Birch Creek	Sedan
Clear Creek	Sedan
Meyers Cove	Sedan
Middle Fork Peak	High Clearance
Hoodoo Meadows	High Clearance
Crags	High Clearance
Lower Yellowjacket	High Clearance
Bernard	Aircraft

Salmon and Challis National Forests; North Fork Ranger District	
Trailhead	Type of Access
Stoddard	Sedan
Corn Creek	Sedan
Horse Creek Hot Springs	High Clearance
Corn Lake	High Clearance
Reynolds Lake	High Clearance

Bitterroot National Forest; West
Fork Ranger District

Trailhead	Type of Access
Nez Perce Pass	Sedan
Magruder Guard Station	Sedan
Hells Half Acre Saddle	High Clearance
Salmon Mountain	High Clearance
Hells Half Acre Spring	High Clearance
Devils Point Cut Across	High Clearance
Kim Creek Saddle	High Clearance
Salmon Base	High Clearance
Horse Heaven Saddle	High Clearance
Hells Half Acre Lookout	Four Wheel Drive

Nez Perce National Forest; Slate
Creek Ranger District

Trailhead	Type of Access
Carey Creek (float)	Sedan
Vinegar Creek (Jetboat)	Sedan

Although Table #1 lists trailheads under forests and districts not directly involved in the management of the Wilderness, this is because the trailheads are officially found outside the Wilderness and were not part of past changes in administrative boundaries. The following tables only list three forests and five districts; these are the forests and districts directly involved in the management of the FC – RONRW. All of the trailheads will appear under the district that manages the Wilderness Area directly reached by a given trailhead. These districts also have management duties associated with these trailheads though they are on other districts, sometimes other forests. For example, the North Fk. Elk Creek Trailhead is on the Boise National Forest, Lowman Ranger District, however the Salmon and Challis National Forests, Middle Fork Ranger District administers that portion of the FC – RONRW that it provides access to and has administrative duties associated with the trailhead itself. Therefore, in the tables to follow, the N. Fk. Elk Creek trailhead will be displayed as a Salmon and Challis National Forests, Middle Fork Ranger District Trailhead.

Table #2 displays the distribution of trailheads by the districts that have the wilderness administrative duties and manages the area of Wilderness that the trailhead directly accesses.

The table illustrates that there are 109 trailheads; of these trailheads, 10 are landing strips the remaining 99 have varying levels of road access. The distribution is such that 33 percent have Sedan access to them. Approximately 50 percent of the roaded trailheads have High Clearance, and 16 percent of the roaded trailheads are identified as having Four Wheel Drive access to them. Table #2 also illustrates that the number of trailheads that a given forest or district manages are not evenly distributed.

Table #2: Distribution of Trailheads (THs) and Access Type by Administering Forest and District.

Forest	District	Total Trailheads	Total Sedan Access THs	Total High Clearance Access THs	Total Four Wheel Drive Access THs	Total Aircraft Access THs
Salmon and Challis	North Fork	15	7	7	0	1
	Middle Fork	60	15	29	12	4
Nez Perce	Red River	6	1	4	0	1
	Slate Creek	2	2	0	0	0
Payette	Krassel	16	6	3	3	4
Bitterroot	West Fork	10	2	7	1	0
TOTALS		109	33	50	16	10

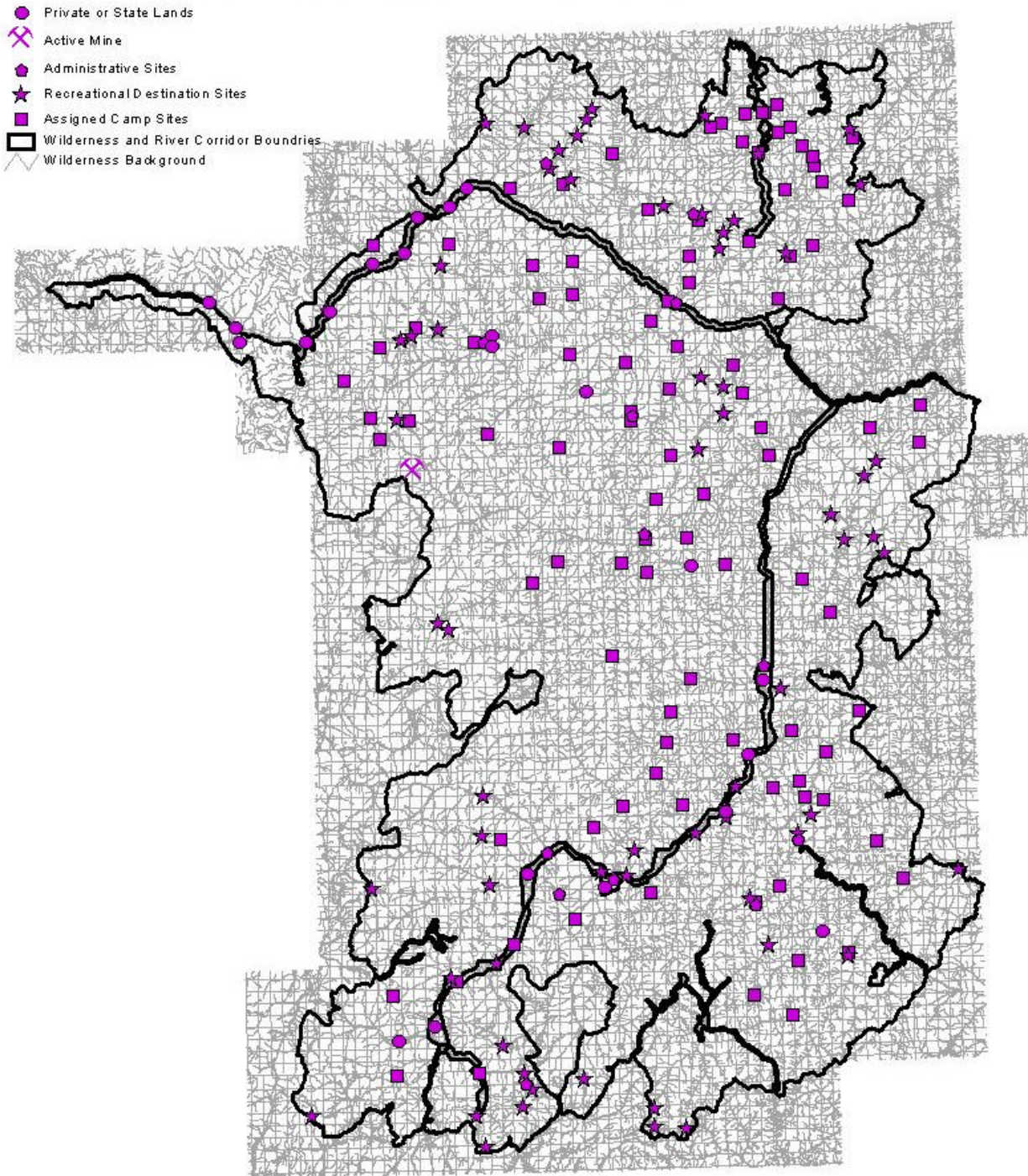
The next step in the analysis was looking at the transportation system within the Wilderness. The transportation system within the FC – RONRW is the system trails and the floatable waterways. To decide if the transportation system within the Wilderness provides an adequate level of access, points within the Wilderness that managers felt the transportation system should provide access to were identified.

The points identified were:

- Private Lands & Active State Lands
- Administrative Sites
- Active Mining Claims within the Boundary
- Relatively High Use Recreational Use Destinations
- Commercial Use Camps Associated with Special Use Permits

There were 22 points identified for private lands and active state lands. There were 14 points identified for administrative sites. There was 1 point identified for the active mine within the boundary. Sixty-five (65) points were identified for recreational destinations and 102 points identified for commercial use camps. A total 204 points were identified. These points are illustrated in Figure #2.

Figure #2: Points Identified to be Accessed by the Transportation Plan



Trails

Within the FC – RONRW there are 2,397.3 miles of system trail. The trail system provides visitors access to Wilderness lands from the trailheads and in a few instances from non-wilderness trail portals. The trails are divided into four classifications. The four Trail Classes are Mainline, Secondary, Way and Unmaintained.

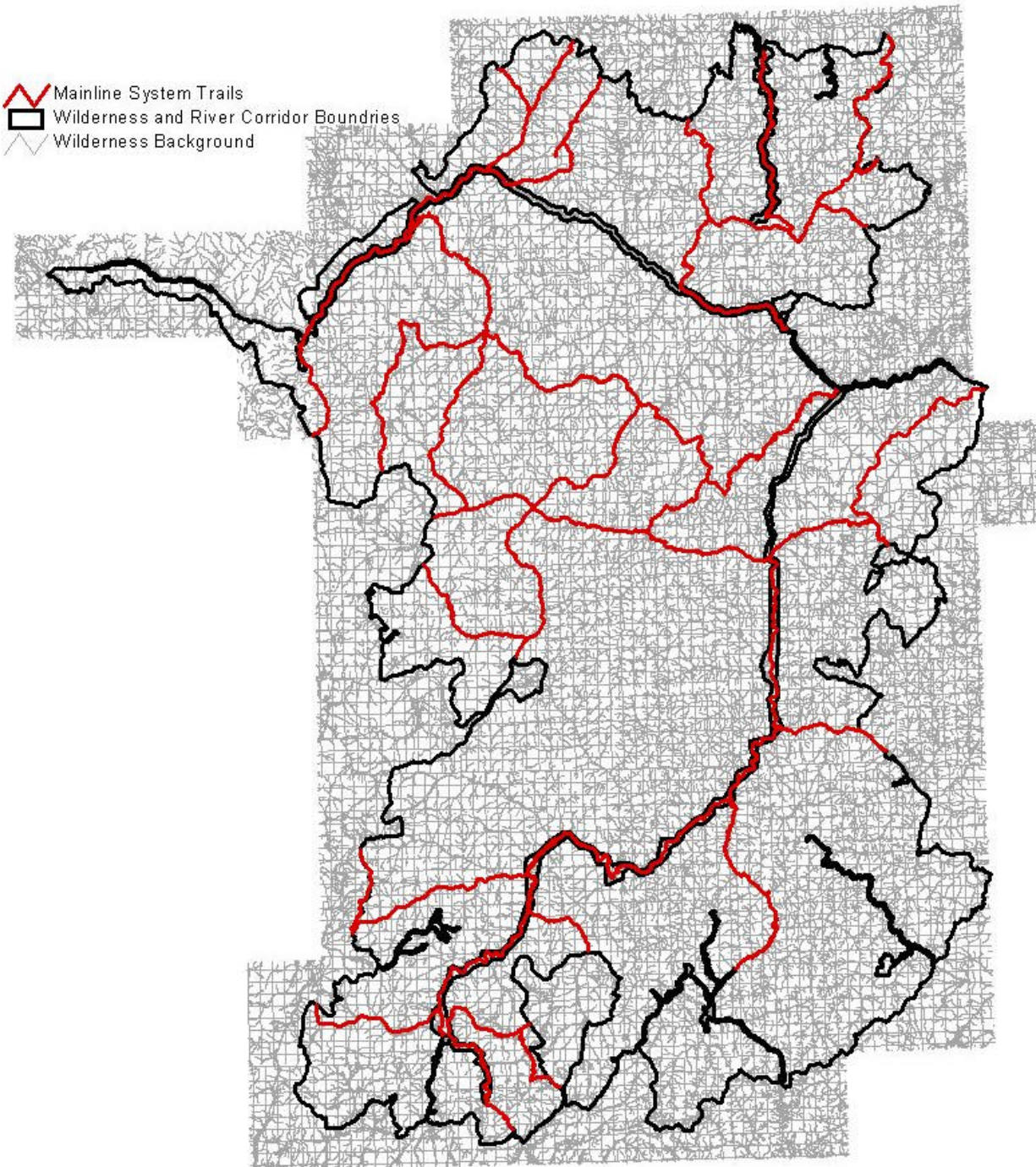
- Mainline Trails:** Provide access to large areas of the Wilderness (“arterial”). They generally connect trailheads to points of intersection with the secondary trail systems, primary features or facilities. They are usually the most heavily used trails. Most often visitors can expect that travel on a mainline trail is relatively the “Easiest” with some sections or trails being “More Difficult.”
- Secondary Trails:** Provide internal dispersal (“collector”) access, and generally connect Mainline trails with other Secondary or Way trails. Level of use is usually moderate. Most often visitors can expect that travel on a Secondary trail to be relatively “More Difficult” with some sections or trails ranging from “Easiest” to “Most Difficult.”
- Way Trails:** Provide limited land access to serve local needs. Way trails generally provide connections between Secondary and Mainline trails with some ending at some terminal destinations. Level of use is usually light. Most often visitors can expect that travel on a Way trail to be relatively “Most difficult” with sections or trails that are “More Difficult.”
- Unmaintained Trails:** The trails in this class will not be receiving maintenance. Use on these trails is low to non-existent. Most often visitors can expect travel on these trails to range from “Most Difficult” to not being able to travel on the trail. Travel on these trails most resembles cross county travel.

There are 654.2 miles of mainline system trail in the FC – RONRW (27 percent of the whole system) that consists of the main travel routes that most of the visitors use when traveling within the FC – RONRW. The Mainline trail system is a network of trails that provide visitors access to large geographic areas of Wilderness. Table #3 lists the trails that make up the mainline trail system. Figure #3 illustrates the trails that make up the mainline trail system. This Mainline trails system provides access to approximately 41 percent of all the (204) points (Private/Active State Lands, Admin. Sites, Active Mines, Rec. Destinations, and Comm. Use Camps) within the Wilderness identified by managers for access by the transportation system.

Table #3: The Mainline System Trails.

Trail Name	Trail Number	Mainline Trail Miles	Only a Portion			
				N Fk. Sulphur Creek	4233	6.8 *
Selway River	4	20.5		Marsh Creek	4237	4.7
Eakin Ridge	6	10.3		Chamberlain	5001	45
Divide	16	17		Cold Meadows	5002	39.5
Blue Joint-Square Top	18	10		Mosquito Ridge	5003	29
Shoup/Elk City	19	23		Cougar Basin	5004	15.5
Salmon River (Horse - Lantz)	96	10		Monumental Creek	5005	19
Salmon River (Mackay-Whitewater)	96	18		Cottonwood Creek	5041	2 *
Salmon River (Sheep-Shep)	96	10		Coyote Springs	5044	10.8 *
Cache Creek	501	8		S. Fk. Salmon River	5122	14
Lower Bargamin	502	16		Big Creek	5196	35
Sheep Hill	575	7.5		Cow Creek	5204	5.2
Rattlesnake	577	8		Bighorn Crags	6021	29.6 *
Middle Fork	4001	73.3		Clear Creek	6022	1 *
Rapid River	4007	15.5		Middle Fork River	6044	15
Soldier Basin	4013	12.9		Waterfall	6045	18
Langer Lake	4014	5		Square Top-West Horse	6158	3 *
Camas Creek	4044	12.5		Salmon River (Corn - Horse)	6162	3.5
Sulphur Creek	4046	3.5		Cayuse Creek	6166	5.4
Loon Creek	4101	20.7		Stoddard	6169	24
Summit	4118	8 *				
Pistol Creek	4228	18.5		Total Mainline Trail Miles		654.2

Figure #3: FC-RONRW Mainline System Trails



It is important to note, the majority (approximately 75 percent) of the trailheads that provide access to the mainline trails identified have the highest level of roaded access (Sedan) to them. The remainders have High Clearance road access to the trailhead, and none of the mainline trails has Four Wheel Drive access to their trailhead.

To provide trail access to the remaining points, the secondary trail system is used. The Secondary trail system complements the mainline system to create a functioning network of trails, while providing for access to the remaining points not directly accessed by the mainline trail system. The Secondary trail system provides trail access to nearly all of the remaining points identified by managers for access by the transportation system. The secondary trail system, which consists of 912.3 miles of system trail, is listed in Table #4 and illustrated in Figure #4.

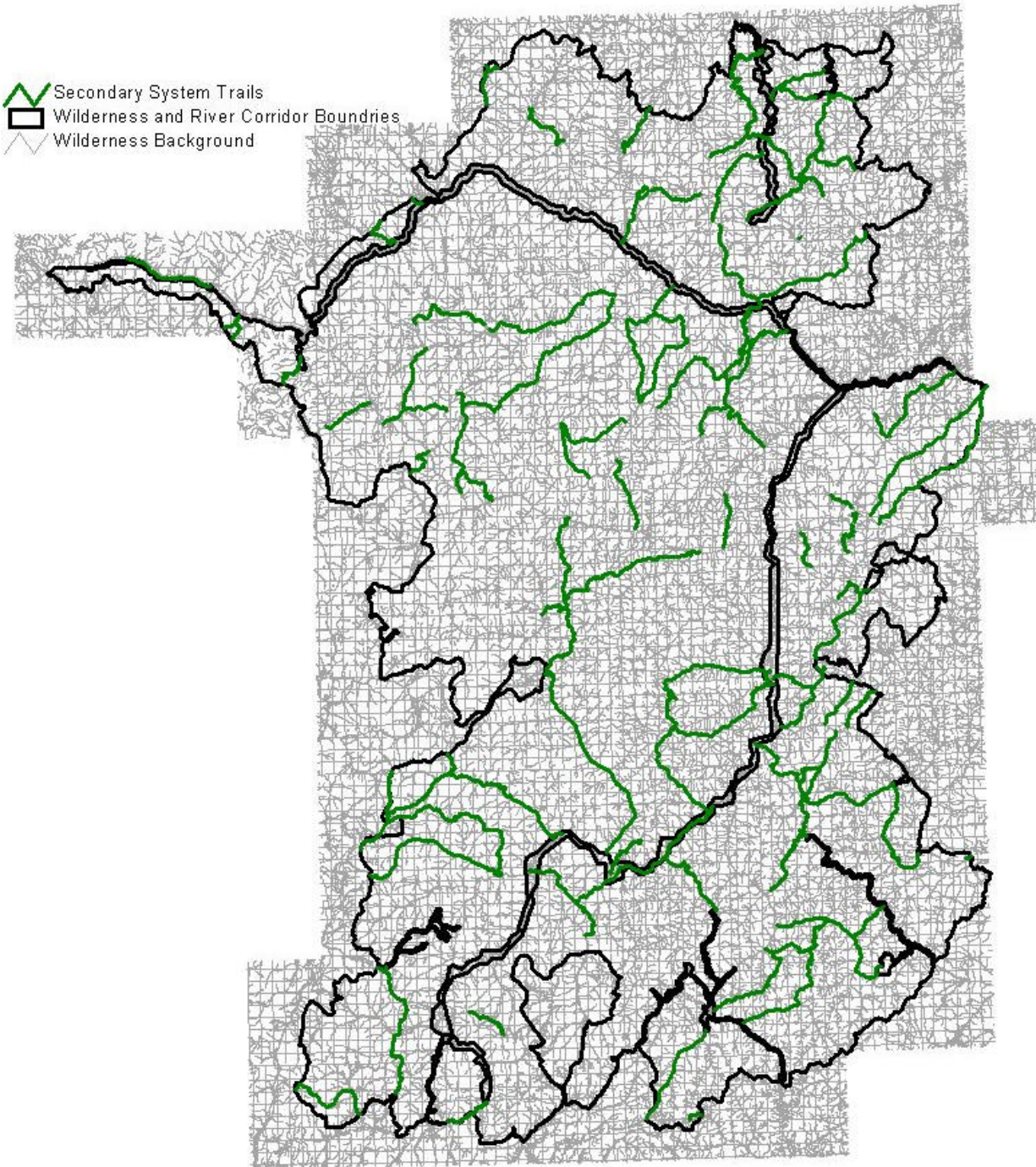
Table #4: The Secondary Trail System.

Trail Name	Trail Number	Secondary Trail Miles	Only a Portion	Trail Name	Trail Number	Secondary Trail Miles	Only a Portion
				Prospect Ridge	113		4.8
Hells Half Acre Mountain	8	4		Rabbit Point	217		2
Harrington Ridge	9	7*		Rhett Creek	231		5
Waugh Ridge	11	8		Cache Creek	501		9*
Hells Half-salmon Mtn.	12	7.5*		Crofoot	576		2*
Churchill	21	1.5		Boston Mountain	580		4.5*
Swet Creek	25	9		Bat Creek	585		0.1
Kim Creek	26	5.5		Devils Point Cut Across	703		0.2
Sabe Creek	28	7		Salmon Mtn.	705		1
Storm Creek	30	5*		Grass Lunch	707		3
Wood Hump	31	11		Middle Fork (East)	4001.1		12.7
Surprise Creek	66	6		Cougar Creek	4002		7.1
Storm Ridge	67	7		Little Loon	4004		2*
Upper Wilkinson Creek	68	6		Sheep Mtn. Ridge	4005		5.5*
Stripe Creek Divide	69	5		W. Fk. Thomas Creek	4008		5.8
Goat Ridge	73	6.5		Bar Valley-Marsh Creek	4010		4.2
Langdon Point	74	5		Cutthroat	4019		3.3
Gold Pan Cross County	89	4.5		Roughneck	4022		2.6*
Salmon River (Whitewater-Deer Park)	96	13		Camptender Mountain Meadow	4027		1.5*
					4028		3.1

Trail Name	Trail Number	Secondary Trail Miles	Only a Portion	Trail Name	Trail Number	Secondary Trail Miles	Only a Portion
N. Fk. Elk Creek	4029	2.5	*	White Goat Creek	4141	1	*
Sheep Creek	4030	2.9		Crimson Lake	4202	1	
Honeymoon	4031	6		Lake Creek	4207	4	*
Knapp-Loon Creek	4036	12.5		Sleeping Deer LO	4212	2	
Silver Moon	4040	3		Big Baldy LO	4218	1.2	
Camas Cr – Hoodoo Meadow	4043	6.5		Mule Hill	4219	2.4	
Porter Creek	4047	7		Norton Lake	4220	11	*
Little Soldier LO	4048	0.9		White Creek	4221	5.8	
Grouse Creek	4085	7.1		Marble Creek	4222	14.4	
Cabin Creek	4102	8.5		Indian Creek	4225	18.9	
Martin Mountain	4103	7.5		Big Baldy Ridge	4227	18.6	
Warm Springs Creek	4104	13.5	*	Little Pistol Creek	4229	15.7	
Loon Creek Point	4105	3.2	*	Ramey Ridge	5006	14	
Cabin Creek	4113	1	*	McCalla Creek	5007	25.5	
E. Mayfield – Yankee Fork	4114	6		Silver Creek	5010	7.4	*
Rat Creek	4115	13.3		Club Meadows	5011	7	*
Cold Creek	4116	15		Pueblo Summit	5013	5	
Cottonwood Creek	4117	6.3		Crane Meadows	5015	4.3	
Summit	4118	8.6	*	Three Blaze Trail	5017	2	*
Kerr Creek	4120	1.9		S. Fk. Chamberlain	5019	8.5	
Mahoney Creek	4121	4.5		Fish Lake	5021	2.5	
S. Fk. Camas Creek	4125	2	*	Flossie Lake	5024	7	
Flume-S.Fk. Camas	4127	10		Meadow of Doubt	5025	11.4	
W. Fk. Camas Creek	4128	11.1		Queens Cr Mdws	5026	13	
Woodtick Creek	4132	7.3		Chamberlain Creek	5033	2	*
Woodtick Cutoff	4133	3.4		Grass Mountain	5038	14	
Camas – Eddy Creek	4134	1.5	*	Disappointment	5039	6	
				Runaway Ridge	5040	7.7	*
				Cottonwood Creek	5041	6.9	*

Trail Name	Trail Number	Secondary Trail Miles	Only a Portion	Trail Name	Trail Number	Secondary Trail Miles	Only a Portion
				Warm Springs	6047	7.3	
Cave Creek	5047	8.1		Yellowjacket	6050	3.5	
Goat Creek	5053	11.4		Dry Gulch	6053	5.4	
Bear Trap	5055	18.3					
				Bear Creek Point	6058	1.5	
Lookout Mountain Ridge	5061	17.3		Brush Creek	6060	17.7	
Marble Creek	5062	10.6		Gold Trout Lake	6070	6	
Rush Creek Point	5138	3.2		Stoddard Lake	6140	5.5	
Warren Creek	5139	1.5		Harbor Lake	6144	1.7	
Esteps Trail	5207	4		Pudding Mountain	6147	6.2	
Black Lake Trail	5238	8.1		Square Top - West horse	6158	13	
South Fork Waterfall	6019	6.5		Horse Creek	6159	15.8	
Clear Creek	6022	16.8		Cottonwood Butte	6168	25.1	
Reynolds Lake	6024	1.5		Garden Cr – Horse Heaven	6172	14.3	
Gant Ridge	6028	1 *		Wilson Creek	6198	3	
Gant Ridge	6028	20.1		Butts Point	6202	5.9	
Ship Island	6030	3.9		Camel/Kitchen Creek	6240	7	
Sheep Creek	6035	12 *		Golden Trout Lake	6970	1	
Brush Cr-Sheep Cr Cross Trail	6037	2					
Hoodoo Meadows	6043	15					
				Total Secondary Trail Miles		912.3	

Figure #4: FC-RONRW Secondary System Trails



The Mainline and Secondary trail systems provide trail access to all identified locations (points), except some parcels of private land within the Salmon River Corridor and some Assigned outfitter camps. The private lands along the Salmon River not accessed by the Mainline or Secondary trail systems are reached by waterway and will be discussed in the waterway section of this document. Although the Mainline or Secondary trail systems do not go directly to all of the recreational destinations or commercial use camps, it does provide reasonable access to those locations.

To provide access to all of the 204 identified points, 1,566.5 miles of system trail and approximately 180 miles of waterway (the two Rivers) were needed. The miles of system trail that make up the Mainline and Secondary trail systems (1,566.5) are approximately 65 percent of the existing system (2397.3). The remaining 830.8 miles of system trail (35 percent of the whole system) consist of the Way and Unmaintained trail systems. The Way trails provide access to portions of the Wilderness not directly served by the Mainline or Secondary trail systems and provide for visitor dispersal and expand the opportunities for a traditional wilderness experience. The trails that make up the Way trail system are listed in Table #5 and illustrated in Figure #5.

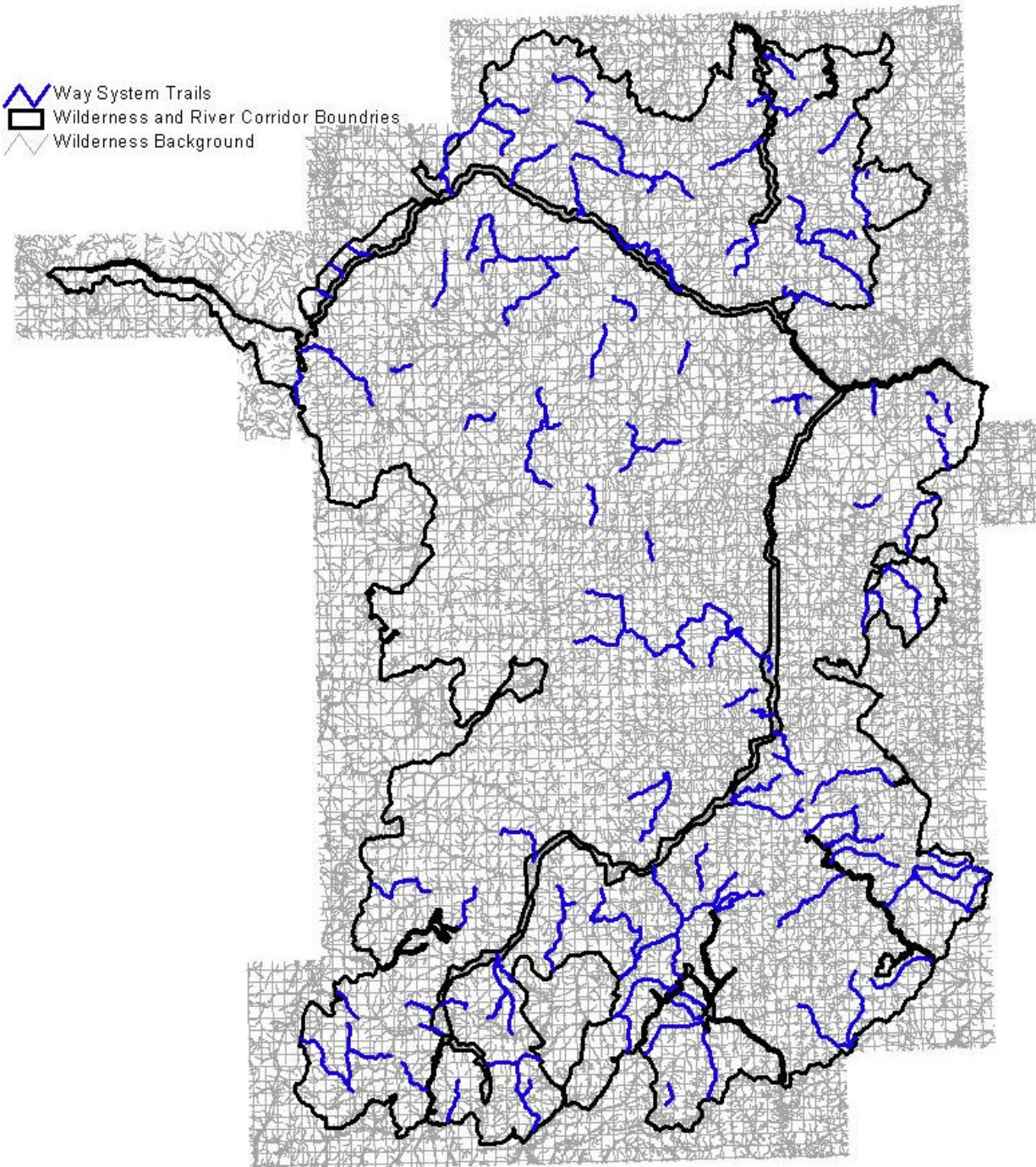
Table #5: The Way Trail System

Trail Name	Trail Number	Way Trail Miles	Only a Portion	Trail Name	Trail Number	Way Trail Miles	Only a Portion
Hells Half– Salmon Mtn.	12		4*	Browns Creek		578	2
Dennis Creek	29	11.5		Boston Mountain		580	5.5
Storm Creek	30	4.5*		Rainy Creek		583	8
Pasture Ridge	62	5		Bleak Creek		584	5.5
Grass Ridge	65	5		Harrington Saddle		702	1.3
S. Fk. Surprise	80	5		Elkhorn Spring		712	0.5
Salmon River (Prospect - Corey Bar)	96	1.5		Castle Fork		4003	3.2
Dwyer	114	11		Little Loon		4004	10.2*
Churchill	210	1.5		Sheep Mtn. Ridge		4005	11.5*
Lemhi	212	4		Hard Scrabble		4006	8.5
Painter	213	3		E. Fk. Thomas Creek		4009	5
Boise Bar	220	3		Blue Lake		4011	5.3
Bat Point	503	13		Duffield Creek		4012	7.6
Ring Creek Point	538	2		Big Soldier		4015	0.5
Witter	575	7		Soldier Ridge		4016	5.4
Crofoot	576	8*					

Trail Name	Trail Number	Way Trail Miles	Only a Portion	Trail Name	Trail Number	Way Trail Miles	Only a Portion
Soldier Creek	4017		8.2	S. FK. Camas Creek	4125		7.3 *
Muskeg Creek	4018		5.8	Liberty Cr Ridge	4126		7
Fall Creek	4020		6.8	Pole Creek	4129		5
S. Fk. Fall Creek	4021		8.2	Melville Ridge	4130		3
Roughneck	4022		1.3 *	Woodtick Ridge	4131		13.4
Bernard Creek	4023		4.3	Camas – Eddy Creek	4134		7.7 *
Camptender	4027		10.5 *	White Goat Creek	4141		3.3 *
N. Fk. Elk Creek	4029		7.5 *	Lake Creek	4207		4.5 *
Beaver – Trail Creek	4033		9.3	Pottervine	4208		2.9
Fish Lake4097	4087		4	White Goat Ridge	4211		6.2
Macarte Ridge	4097		7.2	Rock Lake	4213		0.5
Cove Creek	4098		1.4	Blue Bunch Mtn.	4214		3.8
Cow Creek	4099		7.6	Sulphur Cr Cutoff	4215		2.1
Cache Creek	4100		8.9	Forty-Four Creek	4216		8.3
Warm Springs Creek	4104		8 *	Norton Lake	4220		7.8 *
Loon Creek Point	4105		4 *	Canyon Creek	4223		4.6
Cold Springs Creek	4107		4.5	Garden Creek	4226		4.1
Jack Creek	4108		9.2	Forty-Five Creek	4230		5.5
Deer Creek	4111		4	W.Fk. Elk Creek	4231		2
Horse Ladder	4112		5.7	Morehead Mtn.	4232		2.9
E. Mayfield – Yankee Fork	4112		8.1 *	N. Fk. Sulphur Creek	4233		3 *
Cabin Creek	4113		4.6 *	Camas Meadow	4235		3
Trapper Creek	4119		9				
Bridge Cr Ridge	4123		10.4				
Fly Creek	4124		3.5				

Trail Name	Trail Number	Way Trail Miles	Only a Portion	Trail Name	Trail Number	Way Trail Miles	Only a Portion
Lower Ramey Cutoff	5008	3.8 *		Duck Creek Point	6054	1.5	
Bismark Club Meadows	5009	10.2		Bernard Cr – Summit – Dave Lewis-Bush-Mormon Mtn.	6061	11.5	
Three Blaze Trail	5017	6 *		Bernard Summit – Short Cr LO Loop	6062	22.5	
Hida Ridge	5027	5.8 *		Paradise Creek Cutoff	6063	3	
White Bird Meadows	5029	5.7		Little Bear Creek	6099	1	
Chamberlain Creek	5033	15.2 *		West Horse Cutoff	6161	7.2	
Whimstick Creek	5035	4.9		Skunk Camp	6163	8.2	
Cold Mtn. Ridge	5043	4		Broom Tail	6164	4.9	
Cold Mountain Ridge	5046	6.4		Filly Creek	6165	7.3	
Coxey Creek	5050	7.3		Reynolds Creek	6167	6.3	
Rush Creek	5057	8.2		Stub	6168	8	
S. Fk. Rush Creek	5058	6		Nolan – Twin PK	6171	6	
Telephone	5060	4.4		Horse Heaven – Shell Creek	6172	5.2	
Dead horse	6011	3.4		Corral Flat - Sagebrush	6173	1.8	
Mirror Lake	6012	3.9		Middle Fork Peak Cutoff	6177	1	
Elkhorn	6025	3.2 *		Roan Ridge	6203	4	
Big Deer Creel – Mud lick Creek	6029	8		Rancherio	6209	2	
Sheep Creek	6035	2 *		Crags Horse Alternate	6236	1.9	
Upper Yellowjacket	6038	3		Total Way Trail Miles		667.6	
McEleny	6039	3					
Hoodoo Creek	6041	5					

Figure #5: FC-RONRW Way System Trails

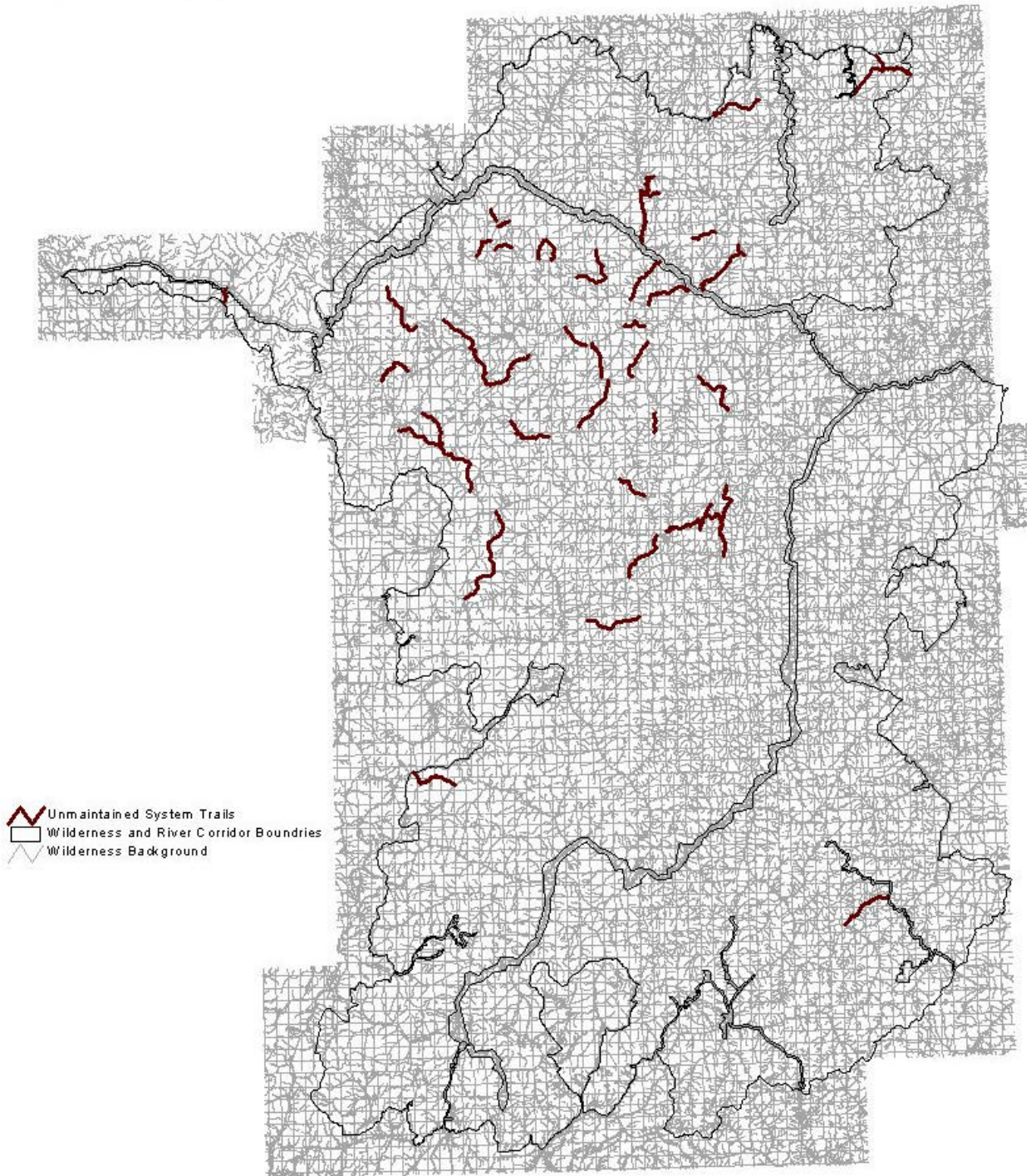


The trails that make up the Unmaintained Trail System are listed in Table #6 and are illustrated in Figure #6. Unmaintained trails or trail segments in this system are generally not economically viable or desirable to maintain.

Table #6: The Unmaintained Trail System

Trail Name	Trail Number	Unmaintained Only a Trail Miles	Portion
Harrington Ridge		9	4
Hells ½ - Salmon Mtn.		12	5.5*
Fawn Ridge		17	9
Lazy Creek		63	2.5
Slow Gulch		64	5
Elkhorn Mtn.		97	3
Elkhorn Spring		712	0.1
Big Chief		4224	3.5
Hot Creek Ridge		4248	6.5
Bismark Lower Ramey		5012	4
Cow Corral		5014	4
Beaver Creek		5016	7
Three Blaze Trail		5017	6.5*
Hen Creek		5020	4*
Lemhi Point		5023	3.1*
Hida Ridge		5027	1*
Harlan		5028	2.4
Rocky Point		5030	4.8
Dismal Ridge		5037	5.5
Farrow Mountain		5042	6
Horse Mtn – Spring Creek		5044	8*
Caswell Crossing		5051	5
Canyon Creek		5056	5.8
Range Creek		5059	6.1
Center Mountain		5065	11.4
Smith Knob		5112	6
Rabbit Creek		5131	1.5
Devils Toe		5208	4
McCoy Cutoff		5211	5.2
Big Bear Creek		5239	7.8
Mahan		5259	2.5
Trail Point		5284	3
Lodgepole Meadows		5342	7
Wapiti Creek		5343	2.5
Total Unmaintained Trail Miles			163.2

Figure #6: Way System Trails

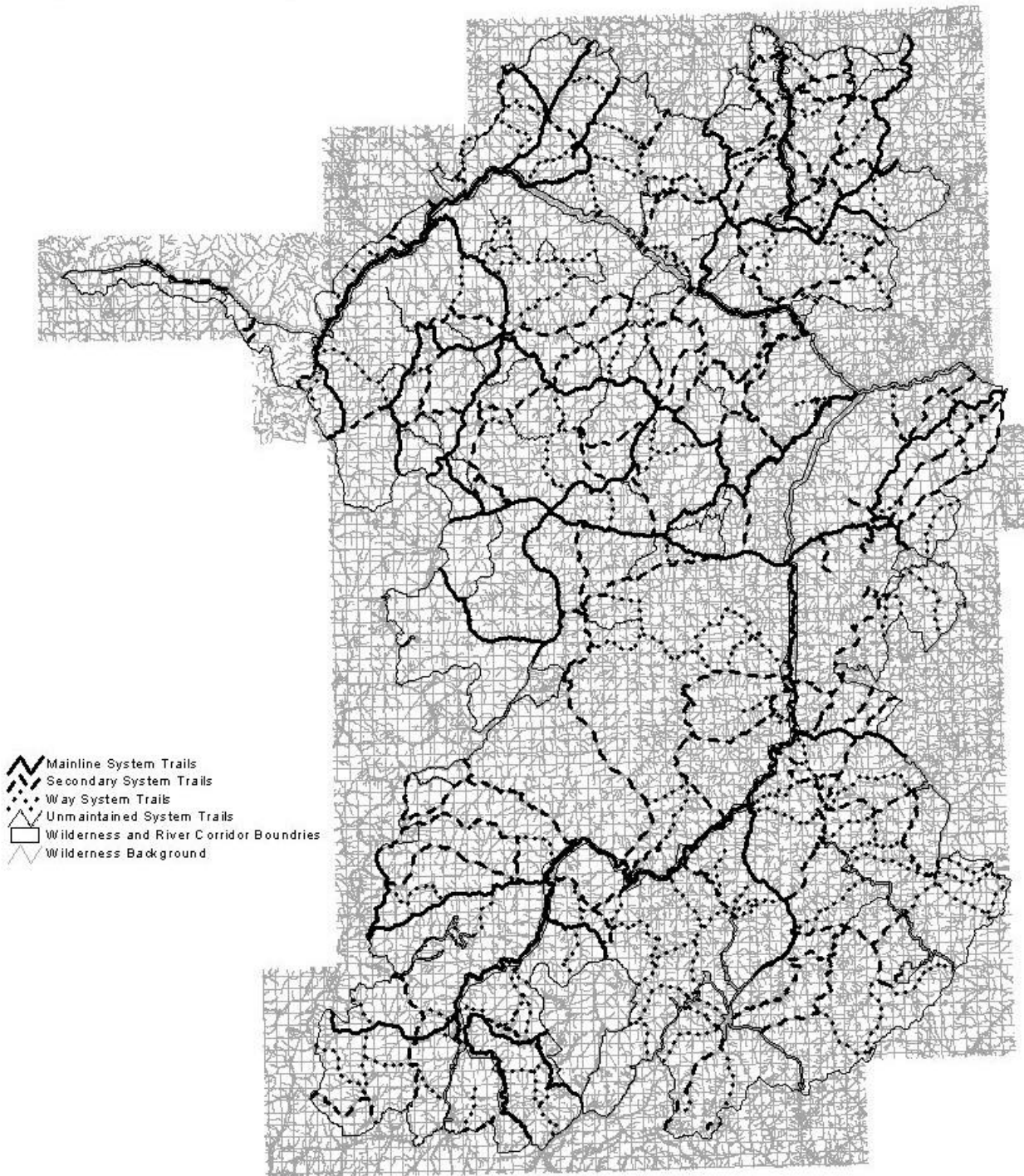


The trail system within the FC – RONRW consists of 279 trails with a combined length of 2,397.3 miles. There are approximately 27 percent of the trail miles in the Mainline Class, 38 percent in the Secondary Class, 29 percent in the Way Class and 7 percent in the Unmaintained Class. The distribution of the Trail Classes by Forest and District is listed in Table #7. Figure #7 illustrates all the system trails within the FC – RONRW.

Table #7: Distribution of Trails by Trail Classification.

Forest	District	Number of Trails	Miles of Mainline Trail	Miles of Secondary Trail	Miles of Way Trail	Miles of Unmaintained Trail	Total Miles of Trail
Salmon and Challis	Middle Fork	100	181.4	316.8	327.1	10	835.3
	North Fork	57	99.5	218.7	134.8	0	453
Payette	Krassel	63	215	226.7	93.9	124.1	659.7
Nez Perce	Slate Creek	3	28	13	0	0	41
	Red River	18	39.5	22.6	56	0.1	118.2
Bitterroot	West Fork	38	90.8	114.5	55.8	29	290.1
TOTALS		279	654.2	912.3	667.6	163.2	2397.3

Figure #7: FC-RONRW System Trails



As part of this transportation planning process, managers established management objectives for the different trail classes and assigned maintenance levels for each trail class to put forward some broad guidelines for the application of this transportation plan. The management objectives for the FC – RONRW trail system are as follows:

Level 1

Resource protection and to inform the user of the trail condition. Level applies to primitive experience level trails, trails that need to be reconstructed or relocated to alleviate a safety or resource problem, and short-term trails left to revert naturally or obliterate back to the resource land base. The trail is maintained to foot travel standards and stock use is not excluded. Traffic is light.

Level 2

Resource protection, preservation of the trail investment, user safety, and to perpetuate and use the pathway in its present location. Work is not deferred to the point of creating a backlog of reconstruction work. The trail is maintained for foot and intermittent horse travel. Volume of traffic is medium to heavy.

Level 3

Resource protection, protection of the investment, and the safety of the user. Trails are maintained for the efficient use of stock. Traffic is medium to heavy.

The management objectives are applied to the individual trails with respect to the assigned trail class. Trails in the mainline system will have a Level 3 management objective. The trails that make up the Secondary trail system have a Level 2 management objective and all trails in the Way trail system will have a Level 1 management objective. Trails in the unmaintained trail system have resource protection for a management objective, allowing trails to revert to a near natural state or restoration if funding permits.

To meet the management objectives assigned to the trails classes, maintenance levels have been developed. The maintenance levels for the FC – RONRW trail system are as follows:

Level 1

Trails maintained for primitive experience level. Custodial care only. No, tread Maintenance. Drainage functional and not likely to fail. Trailsides not brushed but tread is kept passable. Small slides may remain except for erosion potential. Structures maintained as needed.

Frequency of Performance: Condition surveys made every 3-5 years to check for resource damage. If no major resource damage is occurring, no further action is taken.

Maintenance frequency of 3-5 years.

Maintenance Activities Performed: Drainage is maintained to prevent damage to adjacent resources.

Level 2

Trails maintained for near primitive experience level. Tread maintained for public safety. Logs or similar rustic structures may be provided at stream crossings. Drainage same as Level 1.

Frequency of Performance: Condition surveys made once every two years to check for resource and trail damage. Unsafe conditions searched for annually. Maintenance frequency of 2-3 years.

Maintenance Activities Performed: Limited Brushing
Logging out
Tread Maintenance
Slide removal and slump repair
Drainage structures maintained

Level 3

Trails maintained for an intermediate experience level. Tread maintenance for public safety and user convenience. Drainage same as Level 1. Trailsides brushed out to pack stock standards. Structures maintained to original design standards.

Frequency of Performance: Condition surveys performed once every two years. Maintenance frequency of 1-2 years. Logging out annually.

Maintenance Activities Performed: All Maintenance activities performed in Levels 1 and 2.

Tread grading and grubbing of protruding rocks and stumps.

Rock removal (loose surface rock).

Spot surfacing.

Surface replacement.

Structure maintenance not deferred.

Back slopes maintained.

Slide removal and slump repair to design standards.

Mainline trails have a Level 3 Maintenance Level assigned to them, Secondary trails are assigned Level 2 maintenance and Way trails have a Level 1 maintenance assigned. Trails in the Unmaintained Trail Class by definition do not have a maintenance level assigned. The Maintenance Level designations may have to be

revised in the future on a trail-by-trail basis, as the location, condition and use of a particular trail dictates.

During the process of analyzing the transportation system for the FC – RONRW, one issue associated with the trail system came up consistently. Several Mainline trails and other trails presently go through private and/or state lands, where no Easement or Right-of-Way exists. The first and probably the most important recommendation that can come from this plan is the need to aggressively pursue the acquisition of Right-of-Ways or Easements through private and state lands. Given the investment in the trail system and the costs associated with rerouting these trails, it is in the Forest Service's best interest to gain right-of-ways or easements when possible. The following is a list of known locations where a trail Right-of-Way or Easement is needed. This issue needs further examination and this list validated.

Yellowpine Bar	Greyhound Mine
Shep Ranch	Mitchell Ranch
Mackay Bar	Cameron Ranch
Root Ranch	White Creek State Section
Stonebraker Ranch	Hidden Valley Ranch
Canyon Creek State Section	Tappen Ranch
Monumental Ranch	Flying B Ranch
Venable Mine	Mormon Ranch
Badley Property on S. Fk. Salmon	Triple Creek Ranch
Romaine Ranch	Simplot Ranch
Pistol Creek Ranch	Bernard State Section
Thomas Creek Airfield	

A second issue associated with the trail system with the FC – RONRW is that a few of the landing strips identified as trailheads earlier in this document do not have system trail access. To address the issue the following is recommended: Adopt the existing trail access (non-system) to and from the Soldier Bar landing strip as part of the trail system. It is recommended that this trail be incorporated into the Secondary trail system, as Soldier Bar is a point that managers identified for access by the transportation system. If the existing trail is not in a condition where it can be adopted, system trail access should be developed.

Waterways

The two rivers, the Salmon River and the Middle Fork of the Salmon River and several of their floatable tributaries represent travel routes within the FC – RONRW. The type of access to the trailheads associated with these waterways is almost exclusively Sedan or the highest level of roaded access. There is only one trailhead accessing a floatable tributary that has High Clearance road access. The visitor use of the waterways as travel routes through the Wilderness or destinations within the Wilderness is high. On the Middle Fork of the Salmon River and the floatable tributaries of both rivers, visitors are limited to traveling down the river in a non-

motorized float boat. Visitors traveling on the Salmon River can travel down the river in a float boat or in either direction in a motorized boat.

Many private landowners along the Salmon River use the river as a waterway to reach their lands. Managers of the FC – RONRW will continue to evaluate the role that the waterways play in the overall transportation system.

Conclusions

The existing distribution of roaded and aircraft access (trailheads) is adequate to provide visitors access to the entire FC – RONRW area. The existing transportation system within the Wilderness is more than adequate to provide access to all private and active state lands, active mines, administrative sites, commercial use camps and identified recreational destinations. The extent of the trail system is such that not only does it provide access to the identified points within the Wilderness, it also allows for user dispersal beyond the identified points and provides a spectrum of trail experiences and opportunities.

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