

**UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT**

Twin Falls District
Shoshone Field Office
400 West F Street
Shoshone, Idaho 83352

**Scoping Information Package
North Highway 20 Travel Management Plan
DOI-BLM-ID-T030-2011-0012-EA**

This information package summarizes a Bureau of Land Management (BLM) proposal to establish a travel management plan (TMP) north of Highway 20 within the Shoshone Field Office in accordance with 1981 Sun Valley Management Framework Plan. Federal actions must be analyzed in accordance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations to determine potential environmental consequences.

The purpose of this report is to inform interested and affected parties of the proposal and to solicit comments to assist with the NEPA review of the proposal. Analysis of the proposal is ongoing, and will be documented in an Environmental Assessment (EA) with an estimated completion date of 12/31/2012. Comments received in response to this solicitation will be used to identify potential environmental issues related to the proposed action and to identify alternatives to the proposed action that meet the purpose of and need for the project.

Background

Comprehensive travel management planning has become a priority for federal land management agencies over the past decade. Increasing population throughout the western United States, shifts in demographics (age and mobility, amount of available leisure time, proximity of population centers to public lands, etc.) and technological advances in various motorized and mechanized methods of transportation (size, power, stability, and ease of control) have out-paced conventional agency transportation planning. Whereas many public lands have traditionally been open to cross country traffic without restriction, these new pressures have necessitated a national level change from passive to active transportation management.

Blaine County population grew by 47.4% from 1990 to 2002, and the Blaine County Commissioners began to be concerned about the impacts of growth on recreation. In March 2005, they wrote to the Bureau of Land Management (BLM) about damaged vegetation, soils, riparian areas and hillsides. The Commissioners requested that all vehicles be confined to designated routes within the county to prevent cross country travel by motorized and mechanized users and that user-created motorized, foot and horse trails on BLM-managed lands be curtailed.

An Assistance Agreement was signed on September 7, 2005 that allowed the County to initiate a Cooperative Conservation Recreation and Travel Planning effort. The Blaine County Cooperative Conservation and Travel Plan began with an effort to provide recreational opportunities for the increasing number of outdoor enthusiasts in the Wood River Valley.

The county's planning process took into consideration the demand for recreational opportunities in relation to BLM and State-managed as well as private lands. The demand for specific recreation opportunities were qualified through a series of focus groups conducted by Arizona State University.

The County Commissioners then held several public hearings to gather comments regarding the proposed plan. Based on those comments, changes were made and the County submitted their recreation and travel recommendations to the BLM Shoshone Field Office on January 29, 2008. There were two additional recommendations one on October 5, 2008 and another on March 17, 2009. The first provided more specific information pertaining to some road designations; the second provided detailed trail designs/corridors within the proposed Special Recreation Management Areas.

The BLM plans for multiple uses in response to issues, concerns, problems and opportunities identified by the BLM, other agencies, our customers or through the public. Travel management planning focuses on fulfilling the BLM's mission to sustain the health, diversity and productivity of the public lands for the use and enjoyment of present and future generations.

Many of the Blaine County Recreation and Travel Plan recommendations were in the form of trail and travel based recreation opportunities. Therefore the BLM Shoshone Field Office is initiating the North Highway 20 Travel Management Plan (TMP). The planning area expands beyond the greater Wood River Valley to include all BLM managed land within the Shoshone Field Office north of Highway 20. This provides a distinct planning area with similar issues.

Purpose and Need for Action

The purpose of the North Highway 20 TMP is to:

- Update Off-Highway Vehicle area designations while considering valid existing rights.
- Provide for a variety of road and trail based recreation opportunities by using existing roads and trails and identifying trail construction corridors. This includes identifying parking areas/trailheads.
- Establish connectivity to the Sawtooth National Forest trail system.
- Maintain access to infrastructure necessary for managing resource uses such as, but not limited to, rights-of-way and livestock operations.
- Highlight locations for future easement acquisitions to ensure access to public lands.

Changing demographics and technological advances relating to methods of transportation necessitates a need to actively manage all forms of travel and transportation networks on public lands. Specifically there is a need to:

- Manage existing infrastructure associated with permitted resource uses on public lands such as but not limited to fences, stock tanks, and rights-of-way.
- Manage roads and trails to provide for a variety of resource uses, including recreation opportunities.
- Identify access to the Sawtooth National Forest designated road and trail network.
- Identify where and what type of easements to public land should be considered.

Proposed Action

Land Use Plan Amendment

Amend the 1981 Sun Valley Management Framework Plan Off-Highway Vehicle area designations. The following areas would be Closed: Public land surrounding and including the Sun Peak Area of Critical Environmental Concern (ACEC), Elk Mountain ACEC, portion of Big Beaver ACEC, Little Wood River and Friedman Creek Wilderness Study Areas and Elkhorn to East Fork. Remaining public land administered by the BLM would be Limited to Designated Routes. See Map 1, North Highway 20 Travel Management Plan Area Proposed Designated and Closed Routes.

Implementation Actions

Designate Roads, Primitive Roads and Trails

Designate 40.7 miles of roads, 225.3 miles of primitive roads, 126.5 miles of trail and 54.3 miles of roads would be for administrative purposes only. Of the trails, 22.0 miles of trail would be designated as ATV trails, 47.0 miles as motorcycle trails, 31.4 miles as non-motorized trails, and 28.7 miles as non-mechanized trails. See Map 1, North Highway 20 Travel Management Plan Area Proposed Designated and Closed Routes. See Appendix 1: Route Designation Criteria and Appendix 2: Road and Trail Definitions.

Trail Construction

Construct and designate the (single-track) trails in Table 1, see Map 1, North Highway 20 Travel Management Plan Area Proposed Designated and Closed Routes.

Table 1 Trail Construction Corridors

Trail Name	Length in Miles	Designation
Sun Peak	1.8	Non-mechanized
Slaughterhouse	4.6	Non-motorized
Croy Trailhead	3.1	Non-motorized
Red Devil/Quigley	7.7	Non-motorized
Lambs Gulch Reroute	.4	Non-motorized
Lees Gulch/Townsend Gulch	9.6	Motorized
Hattys	13.9	Motorized
Bullion/Wolftone	8.7	Motorized
Croy/Bullion connector	1.0	Motorized
Boardman Reroute	.35	Motorized
Coyote Reroute	.44	Motorized

Single-track trails would be constructed to the following standards:

- Have an average grade of less than 10%, the grade never exceeds 20%. Constructed single-track trail would be a full bench design with a tread width of 18-36 inches, outsloped at 3-5% and have constant rolling grade dips and knicks, see Appendix 4. This design assists with shedding of water from the trail tread. These trail construction standards allow water to sheet flow perpendicular across the trail tread reducing the chance of soil erosion.

- Every fence crossing will include a small cattle-guard and gate.
- The desired trail experience is to provide challenge and sense of achievement through natural surfaces and tread width. Signs at trailheads will indicate this challenge and experiences that users should expect to encounter on the trail network. Therefore, trail management objectives do not include designing to American Disability Act (ADA) standards.

Parking Area Construction and Designation

Parking areas would be constructed at the following locations with associated infrastructure consisting of vault toilet, kiosk, metal buck and pole fence, and gravel or dirt surface, see Map 1, North Highway 20 Travel Management Plan Area Proposed Designated and Closed Routes:

- Croy Creek Trailhead (existing), 1.3 acres.
- Rock Creek Road, 0.2 acres.
- Lees Gulch, 0.8 acres.
- Quigley, 0.4 acres.

No Shooting Zones

According to the Code of Federal Regulations, 8365.2-5(a), discharging or using firearms or other weapons is prohibited at developed recreation sites and areas. Therefore discharging or using firearms or other weapons would be prohibited within ¼ mile radius of designated parking areas and the Croy Creek Trailhead.

Close and Rehabilitate Roads

Close and rehabilitate 115.8 miles of routes. Any route not designated as a road, primitive road or trail would be closed.

Toolbox of Route Closure/Administrative Use Only Prescriptions

All closed routes would be rehabilitated in order to remove them from the landscape. This will be accomplished in a variety of ways ranging from simply removing it from the travel map, to aggressive mechanical obliteration and reseeding. The “Toolbox” is a series of options designed to effectively assure that routes closed are rehabilitated and revegetated. The minimum necessary, or “least impacting” treatment analyzed in the Toolbox will be applied to each closed route in order to achieve these outcomes. The most effective method of reclaiming a route and preventing further use is to disguise its location. This process favors a natural form of recovery where possible and is the most cost-effective way to rehabilitate closed routes.

Remove from Travel Map

In cases where the routes in question are unused or overgrown, or have already disappeared, they would simply be removed from the travel map showing designated Roads, Primitive Roads, and Trails. All routes closed through this Travel Plan would not appear on the travel map associated with this Travel Plan.

Disguise the Route with Natural Materials

This method, sometimes referred to as “vertical mulching,” is used to hide the route from view. If the route is not on the travel map, and is not evident, it would be unlikely to receive additional use. Often the first several hundred feet of the closed route would be disguised to look like the

surrounding area by placing rocks, deadwood and plants, and in some cases planting live vegetation, in a natural looking arrangement. Where possible, materials used, such as rocks, should be large enough and abundantly placed in order to deter persons familiar with the route location from easily removing them. In some cases, mechanical tools such as shovels, rakes and other hand tools may be employed to obliterate embankments, ruts, water-bars and ditches.

Rip and Reseed the Route

This process mechanically removes the route from the landscape and revegetates it. Native seed mixes will be used. Mechanical removal may be accomplished by hand or with the use of power equipment, harrow or seed drills, SWECO trail machines, mini-excavators, among other methods. Construction of check dams or chevrons to control erosion and hold soil in place during restoration would be acceptable. Recontouring may also be necessary to help naturalize the area. Re-vegetation may be facilitated through the use of herbicides as well. Based on site-specific conditions, seeding and planting treatments may include:

- prepare seedbed
- select appropriate seed mix
- apply seed
- cover seed

Due to the broad spectrum of situations encountered, all possible treatment options and combination of treatments may be considered. This process ultimately results in the closed route becoming undetectable.

Install Natural or Human Made Barriers, Including Fences and Gates

In locations where it is impractical to employ any of the previous methods, such as extremely rocky areas, and in areas where administrative use may occasionally be required on a route closed to the public, it may be necessary to install natural or human made barriers such as large boulders, fences with gates or other barriers to physically prevent unauthorized use. Where possible and practical, these measures would be removed when the route is rehabilitated or fully disguised.

Close the Route Using Signs

This measure would be employed in cases where the previous measures have failed, but ripping and seeding or the use of physical barriers is impractical or ineffective. It may also be used on routes to establish an administrative use only designation, or to identify seasonal closures. Signs would be clearly marked and placed in a location where they would be highly visible. Signs would be removed when the route is rehabilitated or fully disguised.

Herbicide Seedbed Treatment

Herbicide pretreatment would be used when it is necessary to control non-native invasive plants and noxious weeds prior to utilization of other toolbox treatments. Control activities would follow standard operation procedures found in the Vegetation Treatments EIS 2007 and the Shoshone District Noxious Weed EA.

Sensitive Plants

Proposed project areas would be inventoried for the presence of special status plants. If special status species are found to occur in a site-specific project area, the area would be examined for habitat quality and Toolbox methods selected based upon presence and needs of these species. Bugleg goldenweed (*Pyrrocoma insecticruris*), obscure phacelia (*Phacelia inconspicua*), Picabo milkvetch (*Astragalus oniciformis*), and mourning milkvetch (*Astragalus atratus inseptus*) are the primary sensitive plants of concern within the project area. Based on habitat needs obscure phacelia and mourning milkvetch are not expected to be impacted under the proposed action or alternatives. Bugleg goldenweed and Picabo milkvetch is expected to be found along some of the closure areas. If sensitive plants are found the following criteria would be utilized to design an appropriate Toolbox treatment.

- No broadcast treatment of a broadleaf herbicide would be allowed.
- Herbicide spot treatment of individual plants would be acceptable dependent on density of non-native invasive plants and noxious weeds.
- Light application (8 ounces/acre rate) of *Glyphosate*, or other approved herbicides at their appropriate rates, would be acceptable for cheatgrass control.
- No ripping of a roadbed area would be allowed.
- An appropriate native seed mix would be utilized.
- Harrowing or drilling for seed cover would be an acceptable Toolbox method.
- Parking areas would not be developed in areas supporting special status plants.

Seasonal Motorized Restrictions

Restrict use of motorized and over-the-snow vehicles December 15 – April 30 from the following areas, see Map 1, North Highway 20 Travel Management Plan Area Proposed Designated and Closed Routes.

Table 2 Seasonal Motorized Restriction Areas

Area Number	Name	Acres
1	Big Beaver	8,403
2	Moonstone	4,267
3	West Bellevue	7,219
4	Deer Creek	202
5	Greenhorn	884
6	Timber Gulch	1,969
7	East Fork	908
8	Gmilet	317
9	Triumph Gulch	729
10	Courier Gulch	628
11	North Indian	1,047
12	Red Devil	1,270
13	Quigley	3,317
14	Martin Canyon	13,822
15	East Gannett	25,451
16	Elk Mountain	8,298
17	Friedman Creek	9,842

Total		88,574
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Seasonal restrictions will assist wildlife during a period of high stress. Cold winter months, amount and type of snow and decreased quality and quantity of forage increase stress on deer and elk. The areas identified for seasonal restrictions contain deer and elk winter habitat. Seasonal motorized restrictions will reduce the probability of wildlife harassment and lessen random encounters between motorized users and wildlife.

Motorized Over-The-Snow Vehicle Use

All BLM-managed land that is not within the seasonal motorized restricted areas would be open to motorized over-the-snow vehicles. BLM portions of the following routes would be open for motorized over-the-snow vehicle use and grooming:

- Muldoon
- Bell Mountain
- Slaughterhouse
- Quigley
- Cove Creek
- Croy and Camp Creek
- Rock Creek
- Hatty Gulch
- Wildhorse Creek
- Cow Creek

When these routes pass through or adjacent to a motorized restriction area all motorized and over-the-snow vehicles are restricted to the existing road bed, see Map North Highway 20 Travel Management Plan Area Proposed Designated and Closed Routes.

Temporary Closures and Restrictions

The purpose of a temporary closure and restriction is to protect public health and safety (43 CFR 8364.1), or prevent undue or unnecessary resource degradation due to unforeseen circumstances. They are areas or routes where off-highway vehicles are causing or will cause considerable adverse effects upon soil, vegetation, wildlife, wildlife habitat, cultural resources, historical resources, threatened or endangered species, wilderness suitability, other authorized uses, or other resources. The affected areas shall be immediately closed to the type(s) of vehicle causing the adverse effect until the adverse effects are eliminated and measures implemented to prevent recurrence.

Within the planning area large herds of deer and elk spend the winter and motorized vehicle use in these areas would be restricted from December 15 – April 30, see Seasonal Motorized Restrictions. Some winters may call for additional restrictions including the expansion of the motorized restriction areas and/or restricting human presence/entry. Criteria for additional restrictions would be when harsh winter conditions persist and are causing considerable adverse effects to deer and elk. Harsh winter conditions are defined as, but not limited to, extended subzero temperatures, several inches of crusted snow, and/or unusually deep snow conditions, see Table 3 and 4. Temporary closures and restrictions would remain in effect until conditions change and wildlife biologists determine deer and elk conditions are improving or April 30.

Table 3 East of Highway 75 Criteria

Threshold Criteria	Additional Restrictions	Additional Restrictions
Temperature	≤ -10°F	≤ -25°F
Snow Depth	≥ 14 inches	≥ 18 inches

Table 4 West of Highway 75 Criteria

Threshold Criteria	Additional Restrictions	Additional Restrictions
Temperature	≤ -10°F	≤ -25°F
Snow Depth	≥ 20 inches	≥ 24 inches

*Recorded daily minimum temperature for five days during any 30 day period.

*Effective snow depth (crusting, density, and depth) and animal body condition will also receive consideration during the evaluation of winter weather severity.

*Snow depths will be measured at mid elevations on south facing slopes.

*Additional restrictions will vary depending on deer and elk herd size and locations.

Existing Condition

Currently the area is managed under the 1981 Sun Valley Management Framework Plan (MFP) consists of the North Camas, Sun Valley, Big Wood and Muldoon planning units. Existing Off-Highway Vehicle (OHV) direction within each of the planning units varies between open, limited and closed, see table 5 and Map 2, Existing OHV Area Designations. For existing seasonal motorized restriction areas see Table 6 and Map 3, Existing Seasonal Motorized Restrictions.

Table 5 Existing OHV Area Designations

Planning Unit	OHV Area Designation(s)	Description
North Camas	Open	
Sun Valley	Open, Limited and Closed	<ul style="list-style-type: none"> • Environmental Education area, Hulen Meadows and Lake Creek west of the Big Wood River is Closed. • Bald Mountain is Limited to authorized vehicles of the permittee. • Lake Creek to Sun Peak picnic area between the Big Wood River and Highway 75 is Limited. • All other area is Open.
Big Wood	Open and Limited	<ul style="list-style-type: none"> • Seasonal restriction areas from December 1 – April 30.
Muldoon	Open, Limited and Closed	<ul style="list-style-type: none"> • Elk Mountain ACEC is Closed. • Dry Creek Spring area is Limited to designated routes.

Planning Unit	OHV Area Designation(s)	Description
		<ul style="list-style-type: none"> • Friedman Creek is Limited to designated routes. • All other area is Open. • Seasonal restriction areas from December 1 – April 30.

Table 6 Existing Seasonal Motorized Restriction Areas

Name	Acres
Big/Little Beaver	6,577
Deer Creek	182
Dry Creek Springs-Jasper Flats-Queen's Crown	12,863
Elk Mountain	7,909
Friedman Creek	9,230
Martin Canyon	5,611
Minnie Moore	3,696
Triumph	1,915
Total	47,983

Currently within the planning area there are 562.5 miles of existing routes. Of those, 8.3 miles are designated as motorized single-track trails and 14.2 miles are designated as non-motorized, see Map 4 Existing and Designated Routes.

Preliminary Issues

The Blaine County Commissioners held several public meetings while formulating their recreation and travel plan recommendations. Formal meetings were published in the local newspapers, Idaho Mountain Express and the Wood River Journal and posted on the County website and agendas. The County commissioners also hired Arizona State University to conduct a series of focus groups gathering data to better understand the type and degree of recreation demand within their planning area.

Throughout these public involvement meetings the following issues were expressed and important to the public:

- Need for loop trails, especially single-track trails
- Connectivity of trails to the Sawtooth National Forest trail system
- Need for a variety of trails in regards to skill levels
- Conflicts between recreation user groups
- Conflicts between users and livestock operations
- Noise emissions from motorcycles, especially in the Croy Creek drainage
- Impacts of humans and motorized vehicles on wildlife, especially during the winter months
- Enforcement of motorized and mechanized use restrictions

- Impacts of user-created roads and trails
 - Soil erosion
 - Vegetation disturbance
 - Visual changes to the hillsides/landscapes
- Introduction and spread of noxious weeds
- Trespassing through private property
- Legal access to public lands

Preliminary Alternative Development

The BLM will consider the No Action alternative. The no action alternative would be to retain existing management direction as described in the existing condition section.

In addition, BLM may consider an alternative(s) that addresses the purpose and need of the TMP. Alternatives are formulated based on relevant issues and meaningful comments.

Decisions to be Made

The Idaho State Director will decide whether to amend the 1981 Sun Valley Management Framework Plan Off-Highway Vehicle area designations. All public land managed by the BLM within the planning area will be classified and designated as open, limited to designated routes or closed.

The Shoshone Field Manager will decide which routes passing through public lands will be designated or closed and which trail corridors and trailheads will be approved for construction. Decisions will also be made to retain, expand or dismiss winter motorized restriction areas.

Public Input Needed

1. Plan to attend one of the TMP public scoping meetings. The BLM will host a series of open-house public meetings to begin the planning process. Travel plan team members will be on hand to answer questions and facilitate comments. Detailed maps and associated comment sheets will be available to help organize your comments. Meetings will be held at:
 - Hailey, Community Campus, 1050 Fox Acres Rd., Room 301 & 302, August 22, 2011, 4:30 – 7:30 pm.
 - Twin Falls, LaQuinta Inn, 539 Poleline Rd. August 24, 2011, 4:30 – 7:30pm.
 - Fairfield, Camas County Senior and Community Center, 129 West Willow Ave. August 29, 201, 4:30 – 7:30 pm.
 - Carey, BLM Carey Fire Guard Station, 20550 N. Main St., August 30, 2011, 5:30 – 8:30 pm.
2. Review this scoping document which includes detailed maps and a comment sheet that will be useful to help formulate comments. View the scoping package in its entirety at: http://www.blm.gov/id/st/en/fo/shoshone/north_highway_20_travel.html

Updated 8/26/2011

Hard copies of the scoping package are available in:

- a. Shoshone, Shoshone Field Office, 400 West F Street
- b. Burley, Burley Field Office, 15 East 200 South
- c. Twin Falls, Twin Falls District Office, 2536 Kimberly Road

Comments are specifically requested on the proposed action, preliminary issues, and alternatives. Comments made on this proposal would be most helpful if they are received by October 14, 2011 and are directly relevant to the proposal and project area. The BLM will not reject public feedback outside established public involvement timeframes; however, these comments may be considered secondary to comments received in a timely manner and may only be assessed to determine if they identify concerns that would substantially alter the assumptions, proposal, design, or analysis presented in the EA. Written comments must be submitted to:

BLM Shoshone Field Office
North Highway 20 Travel Plan
400 West F Street
Shoshone, ID. 83352

The office business hours for submitting hand-delivered comments are 7:45am – 4:30pm Monday through Friday, excluding holidays. Electronic comments must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), Word (.doc), or portable document format (.pdf) to North_Highway20_Travel_Plan@blm.gov. E-mails submitted to e-mail addresses other than the one listed, in other formats than those listed, or containing viruses will be rejected. To be most helpful, comments sent electronically should include the title of this project in the subject line. Please identify whether you are submitting comments as an individual or as the designated spokesperson on behalf of an organization. Issues that are outside the scope of the proposal will not be addressed at this planning level.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

The primary contact for questions and comments for this analysis is John Kurtz, Outdoor Recreation Planner, (208) 732-7200.

Appendix 1: Route Designation Criteria

The existing routes within the planning area were collected using GPS technology. This data was then compared to existing route data and satellite imagery and edited to ensure it was all inclusive.

The following criteria were used to help determine which roads and trails to designate:

1. Is the route redundant.
2. Does it access a facility necessary for livestock operations (i.e. fence, water trough, spring development)
3. Is the route sustainable. Sustainable encompasses soil erosion, vegetation loss, habitat loss, and stream sedimentation.
4. Is there a valid and existing right. (i.e. rights-of-way, easements)
5. Does the route access a special destination.
6. Is the route currently open to the general public.
7. Does the route create a loop opportunity.
8. Do user conflicts exist. (i.e. motorized vs. non-motorized. mechanized vs. hikers/equestrians)
9. Do resource conflicts exist. (i.e. conflicts between users and wildlife, conflicts between users and livestock operations)

The following criteria were used to help determine which seasonal motorized restriction areas to retain, expand or dismiss:

1. Locations where elk and deer currently being fed on private property.
2. Deer and elk population counts.
3. Deer and elk winter habitat.
4. Existing seasonal closure locations.
5. Popular over-the-snow motorized recreation areas or corridors.
6. Popular non-motorized recreation areas.

Appendix 2: Road and trail definitions

Roads are defined as being managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Primitive roads are defined as a linear route managed for use by four-wheel drive or high clearance vehicles. Primitive roads do not normally meet any BLM road design standards.

Trails are defined as a linear route managed for human-powered, stock, or off-highway vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.ⁱ

Trails would be designated and defined as:

- Non-mechanized, open to foot and equestrians,
- Non-motorized, open to mountain bikes, foot and equestrians,
- Motorcycles, open to two wheeled motorcycles, or

- ATV trails, open to machines 50" or less in width, which is in accordance with the Idaho Statute definition for ATV's. Idaho Statute Definition - "All-terrain vehicle" or "ATV" means any recreation vehicle with three or more tires, weighing under 900 pounds, 50 inches or less in width, having a wheelbase of 61 inches or less, traveling on low-pressure tires of 10 psi or less, has handlebar steering and a seat designed to be straddled by the operator."

Appendix 3: OHV Management area definitions

Open area means an area where all types of vehicle use is permitted at all times, anywhere in the area subject to the operating regulations and vehicle standards established as conditions of use.

Limited area means an area restricted at certain times, in certain areas, and/or to certain vehicular use. These restrictions may be of any type, but can generally be accommodated within the following type of categories: Numbers of vehicles; types of vehicles; time or season of vehicle use; permitted or licensed use only; use on existing roads and trails; use on designated roads and trails; and other restrictions.

Closed area means an area where off-road vehicle use is prohibited. Use of off-road vehicles in closed areas may be allowed for certain reasons; however, such use shall be made only with the approval of the authorized officer.

Appendix 4: Guidelines for Managing and Maintaining the Road and Trail System

Road, primitive road and trail management objectives. Route objectives indicate the desired management and conditions.

Road. Roads will be maintained to allow for use in the summer and fall. Roads may be closed in the spring to prevent excessive damage during wet conditions. Roads may be capped with imported material to provide a consistent durable tread and are bladed and drained. Roads identified for over-the-snow use (grooming) will be maintained to allow for safe and efficient grooming.

Primitive Road. Use may be limited to spring, summer and fall. Retain drainage/loop connections and access to range infrastructure. Monitor primitive roads to ensure they do not display evident signs of degradation or loss of tread utility. Many of the existing primitive roads are lightly used or are used in ways that have low impact. Reassess routes to determine if and/or when degradation becomes evident. Remedies include but are not limited to constructing reroutes, hardening surfaces, installing culverts or drainage features, etc. Primitive roads identified for over-the-snow use (grooming) will be maintained to allow for safe and efficient grooming.

Trails. For all trails tread would be native materials, continuous and obvious, be single lane with allowances constructed for passing where there is no reasonable opportunities to pass. Obstacles may be common but not substantial or intended to provide challenge. Structures may be common and substantial; constructed of imported or native materials. Engineering BMPs are used when maintaining, rerouting or constructing trails.

Updated 8/26/2011

ATV. Retain drainage/loop connections, access to popular destinations and access to range infrastructure. Use is limited to spring, summer and fall. Targeted users include recreationists, permittees, and BLM staff. Motorized vehicles exceeding 50 inches in width in width are prohibited.

Motorcycle. Use is limited to spring, summer and fall. Targeted users include motorcycle enthusiasts seeing single-track trails. Other users include: mountain bikers, equestrians, hikers/runners. Motorcycle trails are limited to two wheeled motorized vehicles.

Non-Motorized. Use is limited to spring, summer and fall. Targeted users include mountain bikers seeking single-track trails and flow/featured trails. Trails within the Croy Trailhead “basin” along with Centerline and Punchline will be constructed and maintained as flow trails all other trails will be classic single-track trails. Equestrians are not recommended on the flow trails, all other non-motorized trails are open to equestrians and hikers/runners.

Non-Mechanized. Use is limited to spring, summer and fall. Three trails will be managed for a steep hiking experience, Sun Peak and Radio Tower Hill and Bellevue’s water tower hill. Equestrians would be prohibited from these three non-mechanized trails. The designated trail alignment (tread) will be on durable/bed rock surfaces that may require more routine maintenance. All motorized and mechanized travel is prohibited from the non-mechanized trails.

Trailheads

Croy Trailhead designed and managed for motorcycles and mountain bikes.

Lees Gulch Trailhead designed and managed primarily for equestrians.

Rock Creek Trailhead designed and managed primarily for motorcycles and equestrians.

Quigley Trailhead designed and managed primarily for snowmobiles.

Sign plan. Closed routes would be signed. Closed signs will be pulled when the route is rehabilitated or fully disguised. Designated roads and primitive roads would only be signed to assist with navigation. Install ingress signs at key locations to inform the public about travel designations. Signs would be posted on administrative use only routes and at locations to identify seasonal restrictions. Signs would be clearly marked and placed in highly visible locations.

All designated trails would be signed to inform users of use restrictions. Junctions and trails would be signed as needed for user reassurance. Regulatory and resource protection signs may be common.

Any new routes found would be signed closed and rehabilitated according to the toolbox.

Education/public information plan. The BLM will produce a map indicating all designated routes. All routes closed through the TMP would not appear on the map. Route designation information would be available in electronic format. This data can then be used when updating the Blaine County Recreation District Trails and Pathways website.

Enforcement plan. The map produced by the BLM will be used for enforcement. Enforce state and federal laws relating to use, standards, registration, operation and inspection of off-road vehicles (CFR8341.1).

Engineering best management practices. Design guidelines for rerouting or constructing sustainable routes consist of:

- Contour curvilinear alignment. Align the route so it runs along the natural contour of the terrain.
- Controlled grade. Strive for an average route grade of 10 percent or less.
- Integrated drainage. Integrate water control in the design and construction of the route using outslope, grade reversals and grade dips to maintain the terrain's natural patterns of water flow. The classic mark of good drainage is that it's self-maintaining, requiring minimal care.
- Full bench. Construct a full bench by cutting the full width of the tread into the hillside on native, undisturbed material and casting the excavated soil as far from the route as possible.
- Durable tread. Provide a durable tread surface which commonly includes compacted mineral soil, imported capping material, bedrock or a hardened tread surfacing.
- Appropriate maintenance. Conduct routine maintenance and periodic project work to ensure that the route remains within its original design specifications. This consists of but is not limited to brushing, removal of material sloughing from the backslope, repairing trail structures and reestablishing outslopes.

ⁱ U.S. Bureau of Land Management. 2006. Roads and Trails Terminology. Technical Note 422. Bureau of Land Management, Denver, Colorado. BLM/WO/ST-06/006+9113. 67 pp.