

WELCOME TO THE CLEARWATER NATIONAL FOREST

Let us help you plan your trip to the Clearwater National Forest, 1.8 million acres of Idaho's Big Wild stretching from the jagged peaks of the Bitterroot Mountains on the Montana border, west to the rolling hills of the Palouse Prairie.

Elevations here range from 1600 to almost 9000 feet. Much of the landscape is deep-forested canyons interspersed with high, rugged ridges.

Distinct seasons come and go, and much of the Forest is snowbound December through May. A pleasant summer season extends from June through September although higher elevations generally remain inaccessible until July.

Summer temperatures may reach the 90s, but nights are cool. Lightning storms often strike in July and August, and snow can begin falling in late summer or early autumn. Before you leave to sample the many recreational opportunities in store for you, take a moment to look over the Forest Visitor Map and this Travel Guide.

We've put the Travel Guide together to provide an overview of the travel information we have available and some ideas on how to use the various maps and guides to help you plan your trip.

We've also included some general visitor information and a few ideas on places to go or stay while you're here.

The Travel Guide also includes information on restrictions that apply to travel on selected roads, trails, and areas of the Forest. The reasons for these restrictions are explained in more detail later in the guide. They are vital to protecting the many resources - clean water, wildlife, and scenery - that you have come here to enjoy.

We appreciate your help in protecting the Forest's wildlife, streams, timber and other resources. Please contact any one of our offices if you'd like to discuss travel restrictions or any other aspect of national forest management. Your comments on this year's edition of the Travel Guide will be used to help us prepare our next revision.

Watch for hazards, and drive safely. Most of all, enjoy your visit!

LARRY J. DAWSON
Forest Supervisor



Clearwater National Forest Travel Guide

2003 Revision

Contents

WELCOME	1	NON-MOTORIZED TRAVEL	
CONTENTS	2	PROTECTING RESOURCES	10
TRAVEL ON THE CLEARWATER NF		STOCK USERS	10
ROAD SYSTEM	3	NOXIOUS WEEDS	10
ROAD OBLITERATION	3	VISITOR INFORMATION	
TRAIL SYSTEM	3	CAMPING INFORMATION.....	11
NATIONAL TRAILS.....	4	LOOKOUT AND CABIN RENTALS	12
WINTER TRAILS	4	LEWIS AND CLARK BICENTENNIAL OBSERVANCE.....	12
REASONS FOR ROUTE RESTRICTIONS.....	4	FIREWOOD CUTTING.....	12
AREA RESTRICTIONS.....	6	PICKING AND GATHERING FROM THE FOREST	13
ACCESS QUESTIONS OR COMMENTS	6	FIRE SEASON	13
PLANNING YOUR TRIP		BEING PREPARED.....	13
AVAILABLE INFORMATION.....	6	EMERGENCIES	13
HOW TO PLAN YOUR TRIP	7	DRIVING BACK COUNTRY ROADS	13
RESTRICTION SIGNS AND GATES	7	DISABLED HUNTER ACCESS PROGRAM	14
DON'T BLOCK THE GATE	7	SOME TRIP IDEAS	
MOTORIZED TRAVEL		ATV TRIPS	15
WHAT IS AN OHV?	8	RESTRICTION REASON CODES	22
LICENSING REQUIREMENTS.....	8	ROAD AND TRAIL RESTRICTION LEGEND	103
STICKER PROGRAMS.....	8	RESTRICTED ROUTES AND AREAS	
OHV SAFETY	8	ROADS.....	104
PROTECTING RESOURCES.....	9	TRAILS	76
OHV USERS	9	AREAS	Error! Bookmark not defined.
OHV COURTESY	10	RESTRICTION ORDER.....	77
		OFFICE LOCATIONS AND HOURS	Back Cover

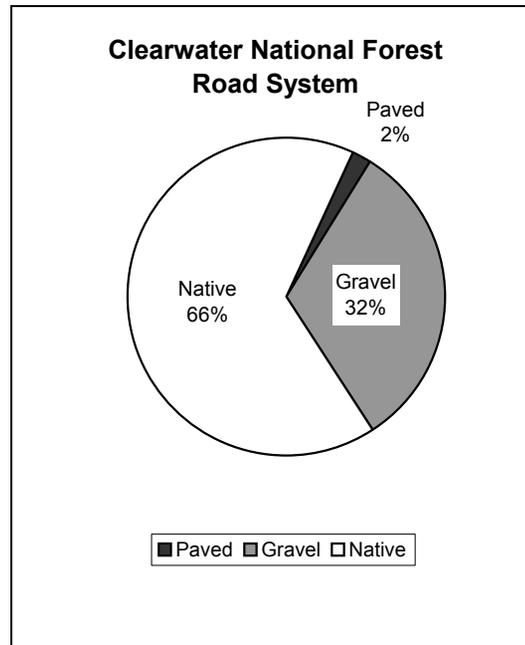
TRAVEL ON THE CLEARWATER NATIONAL FOREST

ROAD SYSTEM

The road system on the Clearwater National Forest was constructed over many decades. Initially, roads were constructed for fire control. These roads provided access for fire lookouts and for fire fighters to locate and put out forest fires. After World War II, the national demand for wood products drove the development of new roads on the National Forest. These roads were developed to provide access for timber harvest and to transport logs back to area mills. In more recent times, these roads have evolved into recreational routes, providing access for activities like hunting, berry picking, hiking, sightseeing, and Off-Highway Vehicle travel.

There are approximately 4430 miles of system roads on the Clearwater National Forest. These roads range in standard from narrow single-lane native surface (dirt) to double-lane paved roads, with the majority being native surface.

The following chart shows a breakdown of the Forest road system according to the type of road surface.



In addition to these system roads, there are approximately 1500 miles of features that are visible on aerial photographs and may or may not be roads. These features are called unclassified roads, and they are currently being field inventoried to determine if they really are roads or not. Those that turn out to be roads will be evaluated to determine whether they should be added to the official road system or decommissioned through obliteration or abandonment.

ROAD DECOMMISSIONING

Modern logging systems require far fewer roads than the logging methods that were in use when the road system on the Clearwater NF was developed. Today, the Forest is in the process of doing an inventory of all roads, and is actively decommissioning roads that will not be needed in the future. This helps to stretch scarce road maintenance funds and also helps to protect water quality.

TRAIL SYSTEM

An extensive summer trail system crisscrosses the Clearwater National Forest. There are approximately 1600 miles of maintained trails on the Forest. All of the trails are open to hikers and stock. Many are available for mountain bikes and motorcycles though only a few are wide enough to permit ATV travel. The trails are classified as mainline trails, secondary trails, or way trails.

Mainline Trails provide primary access to large areas of the National Forest. They are the highways of the trail system. These trails generally have good grades, and are maintained on a frequent basis. These are the most frequently used trails.

Secondary Trails provide access from mainline trails to other secondary trails and to way trails. These trails are maintained less often and are generally more difficult for use with stock or vehicles. Recreational use of these trails is moderate.

Way Trails are the lowest standard trails. They receive the fewest users and least maintenance. Generally, they have steeper grades and are more difficult to travel than mainline or secondary trails.

NATIONAL TRAILS

The Clearwater National Forest also has several trails that have been designated as National Recreation Trails. These trails provide access to popular attractions, like Elk Creek Falls. There are also two National Historic Trails on the Forest: The Lewis and Clark National Historic Trail and the Nee Me Poo (Nez Perce) National Historic Trail.

WINTER TRAILS

In the winter, some 340 miles of roads and trails are marked and groomed for snowmobiles. An additional 40 miles of snow trails are marked but not groomed. Grooming is performed by snowmobile clubs using funds from State snowmobile registration stickers.

For cross-country skiers, there are 92 miles of marked ski trails, some of which are periodically groomed.

REASONS FOR ROUTE RESTRICTIONS

Many people ask, "Why does the Forest Service close roads or trails?" Road and trail use restrictions generally come about during an environmental analysis review of

an area. During this review, the Forest Service looks at all the resources in the area, such as wildlife and vegetation, to see if resource goals are being met.

Our goal is to balance the impacts for all resources. For example, a timber sale may create forage for elk and improve forest health, but make elk more vulnerable to disturbance by people traveling the roads needed to harvest the timber. A way to reduce the disturbance to elk, while allowing needed timber management, is to restrict motorized access. The decision to restrict access seasonally or yearlong is part of this balancing of effects for all resources and users in an area.

There are a number of reasons for restricting access to Clearwater National Forest roads or trails. The most common ones are:

Wildlife - Timber harvest and road construction in some cases have made wildlife more vulnerable to disturbance by humans. For example, restricting road use compensates for reduced hiding cover by reducing human disturbance in key elk summer range, winter range, and elk calving areas. This provides the elk with needed security and reduces stress on the animals.

Soil/Water - Some of the roads on the Clearwater National Forest are not graveled or paved. These dirt roads rut easily from vehicle traffic during wet weather, common in the spring and fall of the year. Even one vehicle during wet

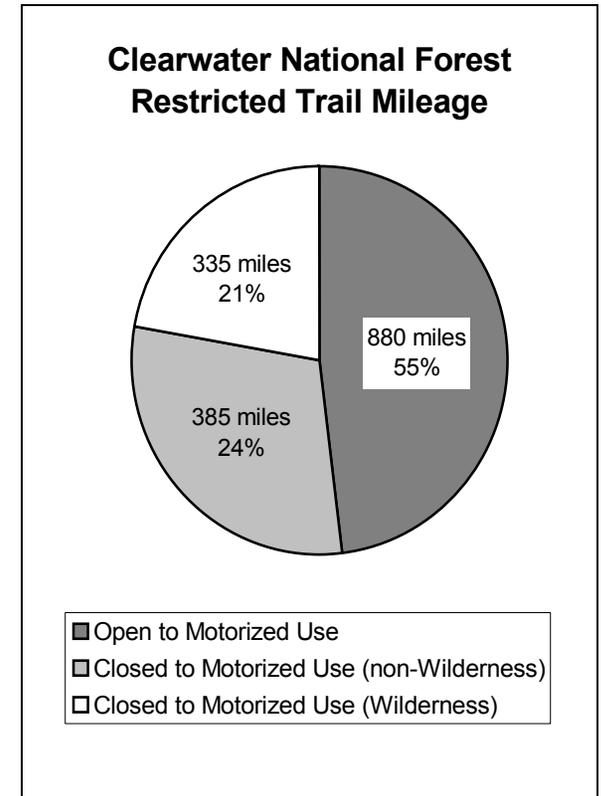
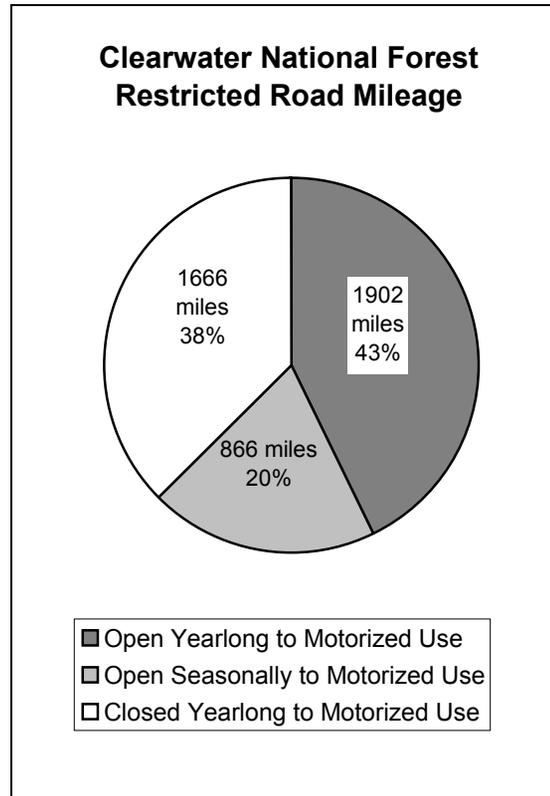
conditions can rut a road. Once rutted, water can easily flow down the ruts eroding away and damaging the road. This can also occur on trails. Sediment from the eroding roads or trails can reach the streams causing negative effects to fish. Soil and water based restrictions help to reduce erosion and sedimentation, resulting in better stream conditions. They also help to stretch the available road and trail maintenance funds resulting in better maintenance and a smoother, more enjoyable trip on roads and trails that are open for traffic.

Facilities - Some roads lead to facilities such as radio equipment and lookouts. Vandalism in the past has forced the Forest Service to restrict access on some of these roads to protect these facilities. These restrictions help to preserve vital communication links and save limited maintenance funds.

Conflict - On some roads or trails, use by recreational vehicles of different types, sizes, and speeds could lead to dangerous situations. Certain trails are closed by law to motorized and mechanized vehicles. These include trails in designated Wilderness areas and certain National Recreation and National Historic Trails. Other trails are known to be too narrow to accommodate ATV traffic. Restrictions in this conflict category help to provide visitors with a more enjoyable and safer trip on the Clearwater National Forest.

It's important to note that you may not be able to travel a road or trail with all vehicles or in all weather conditions even though the road or trail has no travel restrictions in effect. For example, some roads will require a high clearance vehicle, and some trails may not be suited for travel by motorcycles. Nearly all roads become snow covered and impassable to wheeled vehicles in winter. Contact the appropriate Ranger District or the Forest Supervisor's Office for specific information on a road or trail. A complete list of restricted roads and trails can be found in the back of this Travel Guide.

The following charts show the overall restriction picture for roads and trails on the Clearwater National Forest.



AREA RESTRICTIONS

In addition to route restrictions that apply to specific roads and trails, cross-country motorized travel is prohibited completely in certain areas. This is necessary to protect particularly sensitive areas, like meadows or sites with cultural significance. A complete list of restricted areas is included later in this Travel Guide. Specific road and trail restrictions may also apply within these areas and those are listed as well.

ACCESS QUESTIONS OR COMMENTS

If you have questions or comments concerning specific road or trail travel restrictions, contact the appropriate Ranger District or Forest Supervisor's Office any time during the year. The Travel Guide is revised bi-annually, and we consider all comments during its revision.

If you are interested in providing comments about travel management as part of an individual project or environmental analysis, you can request to be put on a mailing list for proposals that affect access. You will receive a copy of each proposal for a District or the Forest, whichever you choose. Your comments during the environmental review will assist us in making a better decision.

PLANNING YOUR TRIP

Ranger Districts and the Forest Supervisor's Office have reference materials and maps available to help you plan your trip on the Clearwater National Forest.

AVAILABLE INFORMATION

Clearwater National Forest Visitors Maps are available in paper format for \$6 or in plastic coated for \$7 each at Forest Service offices and some local sporting goods stores. This map is at a scale of 1/2 inch per mile and it shows main roads and trails on the National Forest and nearby. The Visitors Map also shows adjacent private ownership, campgrounds, Ranger Station and work center locations, and other items of interest.

US Geological Survey Quadrangle Maps (quad maps) are available for \$4 each at selected offices including: the Supervisor's Office and North Fork Ranger Station; Palouse Ranger Station; and Lochsa District Offices at Kamiah and Kooskia; and Powell Ranger Station. These maps are at a scale of 2.64 inches per mile, and show roads, trails, topographic contour lines and features, as well as areas of special interest. Quad maps are particularly helpful for persons who want to travel some of the lesser used roads or trails and for cross-country hiking.

The Clearwater NF Travel Guide is available at no charge at Forest Service

offices. The Travel Guide provides specific information on road and trail restrictions, as well as area restrictions. The Guide is updated bi-annually (every two years) to reflect changing restrictions, so check to make sure you have the most current edition.

To use the Travel Guide, first select the road or trail you wish to travel using either the Visitors Map or a US Geological Quadrangle map. Then, check the Travel Guide to see if that road or trail has any restriction to the vehicle you plan to use. If the road you wish to travel is not listed in the Travel Guide, it is open to use by all motorized vehicles. If the trail you wish to travel is not listed in the Travel Guide, it is open to motorcycles and bicycles but closed to use by vehicles with three or more wheels. Keep in mind that roads or trails without restrictions may not be able to physically accommodate all types of vehicles.

The Clearwater NF Trail Guide is available at no charge at Forest Service offices. The Trail Guide provides specific information on the Forest trail system. The Trail Guide will show where a trail is located, its level of difficulty and condition; its length, elevation changes, and suitability for stock or motorized use; points of interest along the trail; and availability of water along the route. Also, it will show if the trail is a mainline, secondary or way trail which indicates the level of maintenance you can expect on the trail,

and how many other travelers you can expect to encounter.

Brochures are available describing particular routes including the Pierce-Superior and Lolo Motorway adventure roads, and the Lewis and Clark and Nee Me Poo National Historic Trails.

Groomed snowmobile routes are shown on a map produced by the Ridgerunners Snowmobile Club. These maps are available for a \$3 donation at local businesses including sporting goods stores.



HOW TO PLAN YOUR TRIP

If you intend to travel the main roads on the Clearwater National Forest, all you need is the Visitors Map. If you want to get away from it all and travel the lesser used roads, the US Geological Survey quad maps will show the road and trail numbers for all the roads in an area. Once you select a specific road or trail to travel, you can check the Travel Guide to see if there are any travel restrictions for that route or an

area restriction. The Trail Guide can provide helpful information in selecting a suitable trail for your selected destination, level of difficulty desired, and mode of travel.

Keep in mind that current ground conditions may make your road or trail impassable. Vegetation may have overgrown a road making it impassable to large vehicles. A trail may be too narrow to accommodate an ATV. Trees may have blown across your route of travel making them impassable. The Ranger District or Forest Supervisor's Office can provide current information on the road or trail you wish to travel. If you find a road or trail damaged by weather or blocked by fallen trees or debris, notify the District or Forest Supervisor's Office, and we will schedule it for repair or maintenance.

RESTRICTION SIGNS AND GATES

All restricted roads and trails generally have a sign describing the restriction. Most restricted roads will also have a gate or barrier which is closed during the period of restriction. However, you may find a restricted road or trail without a sign, without a gate or barrier, or with a gate or barrier that has been left open. This is usually caused by vandalism. The restriction in the Travel Guide still applies, even if the sign is missing or the gate or barrier is down or absent. If you find a damaged gate, barrier or sign, contact the

District or Forest Supervisor's Office, so that we can make the repairs.

DON'T BLOCK THE GATE

Even though a restriction is in effect, official motor vehicle access may still be needed for fire control, emergencies, and ongoing work by contractors and Forest Service personnel. This access is authorized only through a written permit issued by the District Ranger.

So, don't park your vehicle so that it blocks a gate or barrier (36 CFR 261.10(f)); someone may have a permit and need to get through.



To avoid surprises during the fall hunting seasons, the Forest Service may post a sign on restricted roads to inform people that Forest Service employees or contractors are working behind the gate or barrier.

MOTORIZED TRAVEL

WHAT IS AN OHV?

An off-highway vehicle (OHV) is a motorized vehicle capable of traveling off the "normal" highway system. Such vehicles include 4x4's, dirt bikes, motorcycles, trail bikes, snowmobiles, and all-terrain vehicles (ATVs) like three- or four-wheelers.



LICENSING REQUIREMENTS FOR VEHICLES AND OPERATORS

ATVs and motorcycles used on National Forest roads and trails are subject to State of Idaho laws and requirements.

- *For trail riding and riding on roads closed to full-size vehicles, state law requires an off-road sticker on your OHV.*
- *For travel on unpaved roads open to full size highway vehicles, state law requires a current year off-road sticker or license plate on the vehicle; liability insurance; a state driver's license; a helmet if you are less than 18 years of age; and headlights, tail lights, and brake lights for nighttime use.*

- *For paved Forest Service roads, state law requires a license plate on the vehicle; liability insurance; a state driver's license; a helmet if you are less than 18 years of age; and headlights, tail lights, and brake lights for nighttime use.*

The current fee for off-road vehicle stickers is \$10 each. They are available at county courthouses, most motorcycle or ATV dealers, and from the Idaho Department of Parks and Recreation. The current fee for off-road vehicle license plates is \$15.50. Plates are available at county courthouses.

Snowmobile owners must purchase an annual sticker available at most snowmobile dealers at a cost of \$21.50. Snowmobiles cannot be driven on roads open to highway vehicles unless the road is unplowed and shows no sign of highway vehicle traffic.

STICKER PROGRAMS WHERE DOES THE MONEY GO?

Aside from the fact that it's a legal requirement in the State of Idaho, there are a number of benefits to purchasing an OHV or snowmobile sticker for your machine. The Idaho Department of Parks and Recreation allocates money from sticker sales to fund things like snowmobile grooming, and motorized trail construction and maintenance. For example, the extensive snowmobile grooming program on the Clearwater NF, Idaho State Lands, and adjacent private lands depends

entirely on sticker funds and dedicated volunteers for its accomplishment.

OHV SAFETY

OHV accidents that result in serious injuries occur every year on the Clearwater National Forest and elsewhere. Many of these can be traced back to untrained riders, or careless riding. You can do several things to help make your trip a safe, enjoyable experience.

- *Get formal training.* Courses in the safe operation of your OHV are available from dealers and through organizations like the ATV Safety Institute.
- *Know your vehicle and skill level.* Trail bikes are permitted on many Forest trails, but the skill level required varies considerably from one trail to another. Most Forest trails are not designed for ATV's. Scout your trail, and stop before you get in over your head or beyond your vehicle's capability.
- *Follow traffic rules.* Kids under the legal driving age have no concept of the traffic rules that are second nature to adults. They are much more likely to drive on the wrong side of the road, stop in the middle, or to make other maneuvers without looking or signaling. That's one of the reasons why driver's licenses are required to operate OHVs on roads that are open to highway traffic. Unfortunately, adults who know

better can also forget the traffic basics while having fun with an OHV. Cutting corners, watching the river instead of where you're going, or too much speed can easily ruin your day.

- *Wear protective gear.* Idaho state law requires riders under 18 to wear a helmet when operating motorcycles on roads open to highway vehicles. Helmets are a good idea for everyone riding OHVs, as heads don't suddenly become more durable after age 18. Other protective gear like goggles, gloves, long pants and boots will help you concentrate on riding and offer some protection in an accident.

PROTECTING RESOURCES

OHV USERS

OHVs can provide an enjoyable travel experience but they can also cause substantial damage to the landscape if used inappropriately. Some damage is immediately obvious after a vehicle or a few vehicles pass. Other impacts develop more slowly over time as a result of repeated damage. Many impacts can be reduced or avoided entirely if riders think ahead.

- Use this Travel Guide to know where and when you can ride your OHV.
- Ride on designated roads and trails, not cross-country. Cross-country travel is expressly prohibited in some places. You can find a list of these Area

Restrictions later in this Travel Guide. Even where it's not expressly prohibited, cross-country travel is not a good idea. And any cross-country travel that damages vegetation or soils is prohibited.

- Avoid all travel in sensitive areas like meadows, bogs, streams, lakeshores, and other wet areas. Scars from churning wheels will last indefinitely.
- Give wildlife plenty of room especially when they are rearing young or stressed by winter conditions. Stress during critical winter periods can use up limited energy reserves and make a life or death difference.
- When you meet approaching traffic on a trail, don't automatically try to pass right where you meet. Think about the effects of this happening repetitively. Will it damage vegetation or widen the trail over time? Maybe there's a better spot if one of you backed up a little.
- When turning around on a trail, look for a solid spot. Also, you'll disturb less country if you use reverse and stay on the trail as much as possible rather than making a wide circle.
- If you see existing damage, don't add to the problem.
- Walk to viewpoints and points of interest along the trail instead of riding that last few feet.

- Don't widen trails so your vehicle can fit or build new trails. Both these activities are prohibited [36CFR 261.13(h), 261.10(a)] and inevitably lead to more restrictions on OHV use.
- Join Tread Lightly. Members of this organization are primarily motorized users dedicated to minimum impact travel. They offer a variety of booklets and educational materials about light on the land travel with all types of vehicles. You can get membership information by calling (800) 966-9900.



- Set a good example. If you see access violations, vandalism, or damage occurring, report it to Forest Service personnel or the nearest Forest Service office. Remember, violators put your recreation opportunities at risk.

OHV COURTESY

You can make a very positive, or a very negative impression on people you meet along roads or trails while riding your OHV. The people you meet may very well form strong opinions about motorized travel as a result of your encounter with them.

- Keep your speed down. Trails aren't racetracks and other users won't appreciate being surprised, chased off the trail, or buried in mud or dust.
- Take time to visit with people you meet. Turn off the engine, and take off your helmet. Create a positive impression of motorized users.
- When you meet stock such as horses, mules, llamas, and pack goats, pull off on the downhill side, and shut off your engine. And again, take off the helmet and speak softly so the stock realizes you're a human under all that riding gear.
- No one appreciates a loud machine that can be heard for miles. Make sure your OHV has a muffler and it's in good working order. The Idaho law for OHVs is 96 decibels at a distance of 1/2 meter.
- Recreational riding within developed campgrounds is not permitted. OHVs can be used only to enter and leave the campground, not to circle repetitively.



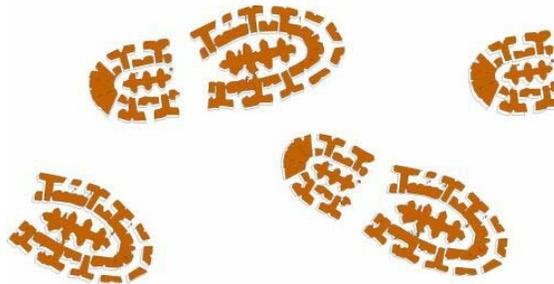
- Don't drive your ATV or 4x4 on groomed snowmobile routes - it damages the track and creates a hazard for snowmobile riders.

NON-MOTORIZED TRAVEL

PROTECTING RESOURCES

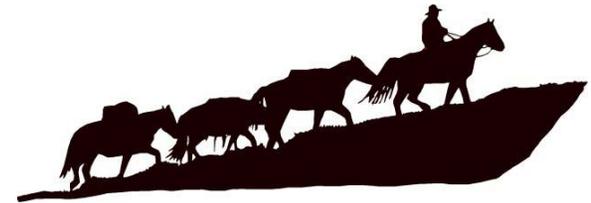
Here are a few ideas to make your hiking or pack trips enjoyable, while at the same time helping to protect forest resources.

- Never short cut switchbacks; it leads to erosion.
- Always ride or walk single file on trails.
- Camp away from trails and sites that are already used too much.
- Move off a trail on the downhill side and remain quiet if you are hiking or using a llama or goat for packing and encounter horse and mule users.
- Pack out everything you brought in and maybe a little more.



STOCK USERS

- Use a highline, hitch rail, or electric fencer to hold stock and set it up well away from water.
- Don't tie stock directly to trees for more than a few minutes to avoid soil compaction and root damage.
- Scatter manure when you leave.



NOXIOUS WEEDS

Noxious weeds are a growing, spreading problem on the Forest. They displace native vegetation, reduce wildlife habitat and diversity, and increase erosion rates. Noxious weeds are one of the most serious threats to wildlife and ecosystems in the west. Here's what you, as an OHV enthusiast, hiker or stock user can do to help stop the spread of noxious weeds:

- Learn what the major noxious weeds look like. Brochures and posters are available in many county, state and federal offices.

- Report locations of noxious weeds to any Forest Service or county extension office.
- Clean your ATV, motorcycle or bike before coming onto the Forest and especially before traveling into remote areas. The worst weed problems are now along some roadsides and trailheads. They can be transported deep into the backcountry by OHVs.
- Brush manes and tails and clean hooves on livestock before coming on the National Forest or after travel through a weed area.
- Remove noxious weed seed from your gear before entering the National Forest.
- Feed pack animals only certified weed-free feed within 48 hours of entering the Forest. (Check with any Forest office for a list of growers and suppliers of weed-free feed.)
- Pack only certified weed-free forage or feed pellets onto National Forest land.
- If you pull or remove weeds with seed heads, bag, burn, or otherwise dispose of them.
- Avoid travel through noxious weed areas or campsites with weed populations.

GENERAL VISITOR INFORMATION

OFFICE LOCATIONS

A list containing the Forest Service office locations, addresses, seasons open, hours, and phone numbers is on the inside back cover of this Travel Guide.

CAMPING INFORMATION

You can camp in many developed campgrounds across the Clearwater National Forest; or you can "disperse" camp, or choose your own campsite. You'll generally find no amenities such as water and toilets at dispersed campsites.

Developed campsites range from day use areas like beaches or picnic areas, to campgrounds with a range of amenities and variations in fees, generally from \$5 - \$15. Developed campgrounds are generally open Memorial Day through Labor Day. Some stay open 'til the snow flies.

On most of the Clearwater National Forest, camping in any one area is limited to a total of 14 days from May 1st to October 5th. There is no camping limit during the rest of the year. But, any camp set up or in use during the restricted use period is subject to the 14-day limit.

In the Selway-Bitterroot Wilderness, developed recreation sites, and a few other identified areas, the 14-day limit is in effect yearlong.

Camps must be moved a minimum of 5 miles from the original site to qualify for a new 14-day period, and cannot be moved back to the original site within 45 days [36 CFR 261.58(a)].

A few rules may be posted in campgrounds or at popular dispersed sites. The rules are meant to protect the site and the environment. They're meant to help you enjoy your camping trip.

When using popular dispersed sites such as beaches and camping areas, pack out all your garbage and litter. Dispose of human waste by burying 6 to 8 inches deep and at least 200 feet from water, trails, beaches, and campsites. Use biodegradable soap for washing dishes and dispose of wastewater at least 200 feet from streams or lakes. Charred wood and ash in the fire ring should be scattered before you leave. Leave the area better than you found it.

A firewood permit is not needed to cut wood for your campfire, but please use dead or down trees for your fuel.

LOOKOUT AND CABIN RENTALS

The Clearwater National Forest has several cabins and fire lookouts which are available for rental. Cabins are located at Walde Mountain, Liz Butte, and Cold Springs Peak.



Lookouts are located at Castle Butte, Austin Ridge, Weitas Butte, Bald Mountain, and Wallow Mountain. These facilities range in price from \$15-\$30 per night and can hold up to 4 people. They provide spectacular scenery from rustic buildings in primitive settings. For more information, contact any Ranger District office or the Forest Supervisor's office. Reservations should be made through the District office that has administrative responsibility for the cabin or lookout.

LEWIS AND CLARK BICENTENNIAL OBSERVANCE

On September 13, 1805 Lewis and Clark's Corps of Discovery began one of the most difficult and demanding legs of their voyage to the Pacific Ocean – the 86-mile trek across the Bitterroot Mountains – over what is now the Clearwater National Forest. Today, at the bicentennial of this historic event, the Forest is preparing for the visitors who are coming to follow the footsteps of Lewis and Clark.

To protect the resources of the Lolo Trail from the impacts of a large number of visitors, a permit system will be in effect during the years 2003 thru 2007.

For 2003 the required permits are free and available from most Clearwater National Forest offices; and there are few restrictions other than camping in designated areas.

By 2004, we expect the full permit system will be in effect and a maximum of 10 parties will be allowed to enter the most remote parts of the Lolo Trail corridor each day. There will also be some restrictions on vehicle numbers and sizes for each party and camping will be permitted only at designated sites. Permits will be issued through a lottery system with applications accepted from December 1st through January 31st for the year ahead. For the latest information on how to get a permit, visit our website at:

www.fs.fed.us/r1/clearwater/LewisClark.

A number of outfitters have also been authorized to provide trips in this area so that visitors not selected through the lottery, or who prefer to travel with an outfitter, will have an opportunity. For more information, contact the Idaho Outfitters and Guides Association, (208) 342-1438.

A map showing the Lewis and Clark Trail, Nee-Me-Poo Trail, and the Lolo Motorway can be found on pages 102-103.

FIREWOOD CUTTING

If you want to cut firewood for your personal use at home, stop by any Forest Service office to buy a permit. The minimum permit costs \$10 and allows you to cut two cords. Each additional cord is \$5. You can buy a permit for up to 10 cords. Cut only dead trees under this permit. Live, green trees cannot be cut for firewood, nor can live or dead western redcedar.

Read your permit and follow the requirements, which include fire safety considerations like having a working spark arrestor and fire extinguisher, and some other requirements on where not to cut and which tree species are available. Remember that only dead trees can be cut under this permit. Also, the permit is only valid on National Forest land. The Clearwater National Forest Visitors Map displays land ownership and boundaries.

Caution should be exercised when cutting firewood. If you are cutting dead trees that

are still standing, size up the tree carefully, so you get it to fall where you want. If the tree will land in the road, have someone available to stop traffic well outside the danger area. As a favor to others, please don't fell trees onto paved roads or other roads that get a lot of traffic. Also, don't walk away from trees that are partially cut, as they are a hazard to others. When you are done cutting and loading, take a few minutes to clear limbs, bark, and other debris off of roads, ditches and cutslopes and scatter it over the bank.

You are not allowed to drive motor vehicles off roadways to gather or skid firewood. This includes ATV's and motorcycles.

New Lolo Trail Corridor Firewood Restrictions

Starting in 2003, a new firewood policy is in effect to help preserve the historic character of this National Historic Landmark. In brief, the new policy:

1. All personal use firewood gathering (wood for home use collected under a firewood permit) is prohibited within ¼ mile either side of the historic trails (Lewis & Clark, Bird Truax, & Northern Nez Perce) and the Lolo Motorway.
2. Camp-wood gathering is prohibited in a few selected areas indicated by signs.

Complete information is available at all Clearwater National Forest offices and will accompany all wood permits.

PICKING AND GATHERING

Many people like to pick huckleberries and gather mushrooms from the National Forest. You're welcome to harvest these delicacies for your personal use and enjoyment without needing a special permit.

However, if you plan to sell what you pick, you do need a permit. Contact any Forest office for details.

FIRE SEASON

In Idaho, fire season begins May 10 and ends October 20. State law requires Forest visitors to have a shovel and bucket in their vehicle. This applies to ATV's, motorcycles, and other OHVs as well as larger, highway vehicles. Your safety helmet qualifies as a bucket under the law. Your OHV must have an approved spark arrestor/muffler.

Please keep your shovel and bucket handy, and use them to make sure your campfire is out. Use fire rings and grates at campgrounds and dispersed sites. When camping where no fire ring or grate is located, consider using a portable fire pan nested in the earth instead of gathering rocks to create a new fire pit.

BEING PREPARED

Much of the Forest is remote, with no towns nearby and no services. You should come prepared for unexpected situations

by having extra gas, food, clothing and water. Your vehicle needs to be in good working order, with good tires. Ranger District offices and work centers do not sell gas or have personnel to repair private vehicles.

EMERGENCIES

The Forest Service is not staffed or equipped to respond to emergencies other than wildland fires. The County Sheriff's Department has the primary responsibility for performing search and rescue operations and coordinating other emergency services.

You can report fires, vehicle accidents, injuries, or lost persons at the nearest Ranger District office, work center, or to any Forest Service employee. Be aware that cellular phone communication is not possible from many areas of the Forest. However, most Forest Service employees have two-way radios and can help you report an emergency.

Any costs associated with an emergency, for example, ambulance service, is the responsibility of the person requesting the service.

You can find County Sheriff's Department telephone numbers on the back of this Travel Guide.

DRIVING BACK COUNTRY ROADS

Most Forest roads are gravel or unsurfaced and are probably narrower and steeper

than the roads you ordinarily drive. Considerably slower speeds and greater attention are needed to drive them safely. Here are a few driving tips:

- Look out for yourself and others while driving. Remember, if you have an accident, emergency help is a long, long, way away.
- Drive at a speed where you feel you have control of your vehicle. Keep in mind the road, weather, and traffic conditions.
- Be alert and concentrate on driving; not checking out the river for a fishing spot or looking at the scenery.

- Keep an eye out for turnouts and be willing to back up if the closest spot to pass happens to be behind you.
- Watch out for small OHVs. They share the road with you.
- On curves, be able to stop your vehicle in less than half the distance you can see ahead.
- Drive like there is an oncoming vehicle around every corner, because sooner or later there will be. Stay to the right side of the road and don't cut corners.
- Stay away from roadway edges to prevent going over the roadway

embankments. The shoulders of many Forest roads become soft after a soaking rainstorm, and can pull your vehicle off the road.

- When turning around on narrow or mountain roads, have someone "spot" for you if you can, or walk around your vehicle to size up your situation before backing. Always back uphill or toward the bank. In other words, face danger. Turn around before conditions are hazardous and it's too late!

DISABLED HUNTER ACCESS PROGRAM

The Clearwater National Forest has set aside a number of roads and trails, which are otherwise restricted for use by the public, for hunter access by persons with disabilities. These roads and trails are available for use by disabled hunters on a first come first serve basis and require a permit, which can be obtained at the Forest Supervisor's Office or from the Ranger District where the road is located.

The following is a list of roads that are part of the disabled hunter access program.

ROAD/ TRAIL NUMBER	ROAD/ TRAIL NAME	DISTRICT	DISABLED HUNTER PERMITS WILL ALLOW THE USE OF
Road 445	Canyon Creek	5	Motorcycles or ATV's
Road 5222	Hemlock Ridge	3	Full-sized vehicles, Motorcycles, ATV's
Road 5541	West Deadman	5	Full-sized vehicles, Motorcycles, ATV's
Road 5541A	West Deadman A	5	Motorcycles or ATV's
Road 5541B	Bee Sting	5	Motorcycles or ATV's
Road 5541D	West Deadman D	5	Motorcycles or ATV's
Road 5541E	West Deadman East	5	Motorcycles or ATV's
Road 5541G	West Deadman G	5	Motorcycles or ATV's
Road 5541H	West Deadman H	5	Motorcycles or ATV's
Road 5543	Middle Deadman	5	Motorcycles or ATV's
Road 5543A	Middle Deadman A	5	Motorcycles or ATV's
Road 5543B	Middle Deadman B	5	Motorcycles or ATV's
Road 5543C	Middle Deadman C	5	Motorcycles or ATV's
Road 5543D	Middle Deadman D	5	Motorcycles or ATV's
Trail 117	Frenchman Butte	5	Motorcycles or ATV's
Trail 229	Fish Butte Saddle	5	Motorcycles or ATV's

SOME TRIP IDEAS

The Clearwater National Forest has many roads and trails that are suitable for hikers, stock, mountain bikes, and motor vehicles. But, not every mode of travel is necessarily suited to or permitted on every route. So, we've put together a few suggested trips grouped according to transportation mode. For now, we'll cover just ATV trail trips. In future editions of the travel guide, we'll add some ideas for other modes of transportation. Remember to have a current Idaho State off-road vehicle sticker or license plate on your vehicle.



ATV TRIPS

While there are many roads open to licensed ATV's and riders, not many trails are wide enough for ATV's. Here are a few of the better ATV trail trips:

Trail 101 to Wallow Mountain Lookout starts from Road 710 in the Skull Creek drainage and is suitable for ATV travel to within 1/4 mile of the lookout. The last 1/4-mile is an easy walk over fairly gentle terrain. The trail is approximately 3 miles long. Wallow Mountain Lookout is available for rent by contacting the North Fork Ranger District. The lookout provides spectacular views of the Mallard Larkins Pioneer Area to the west.

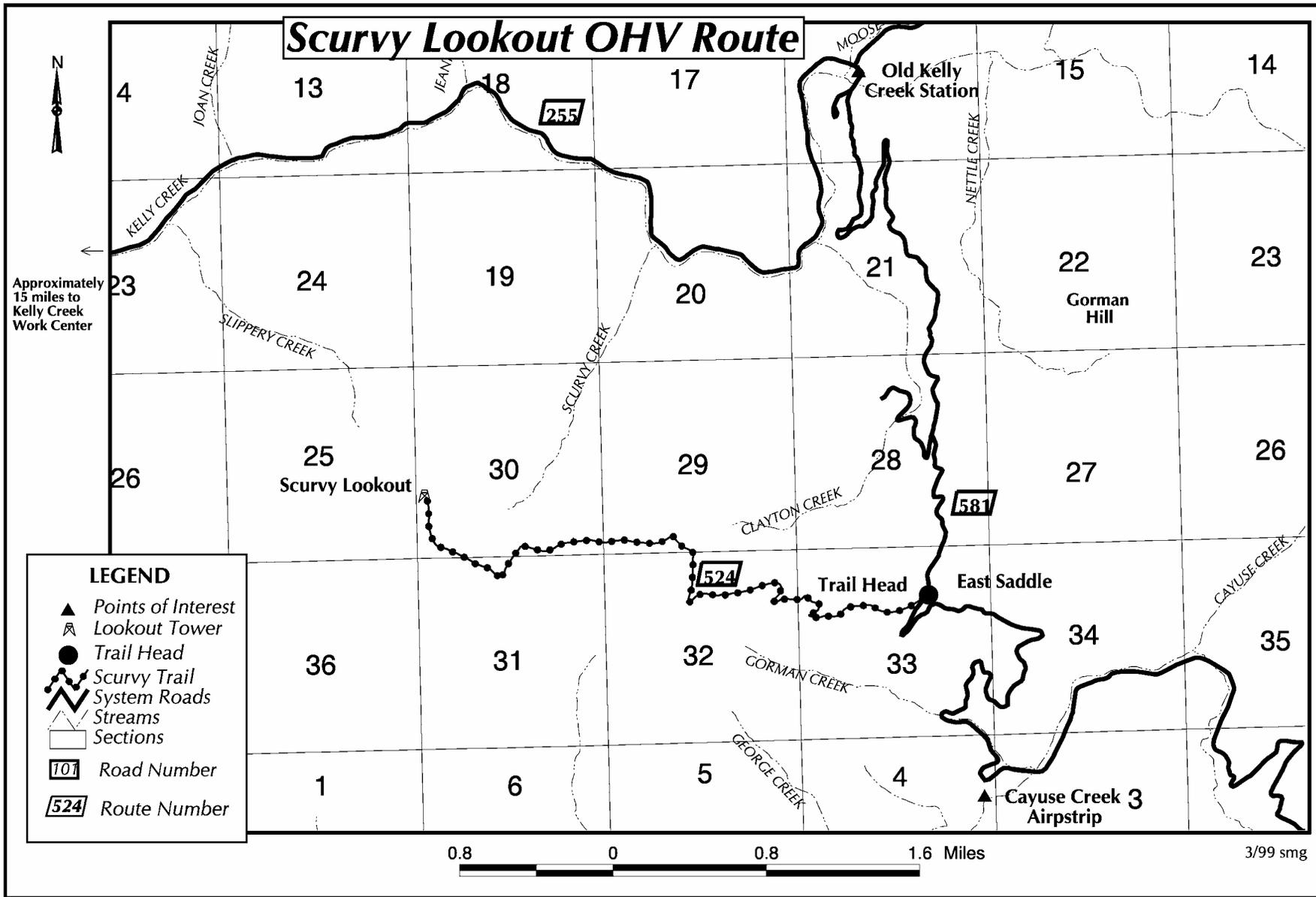


Trail 20 along Weitas Creek. The trail starts at Weitas Campground and travels approximately 2 miles along Weitas Creek to Johnny Creek Bridge. This is an easy ride on an old road that is closed to large vehicles. Excellent stream fishing is offered in Weitas Creek.

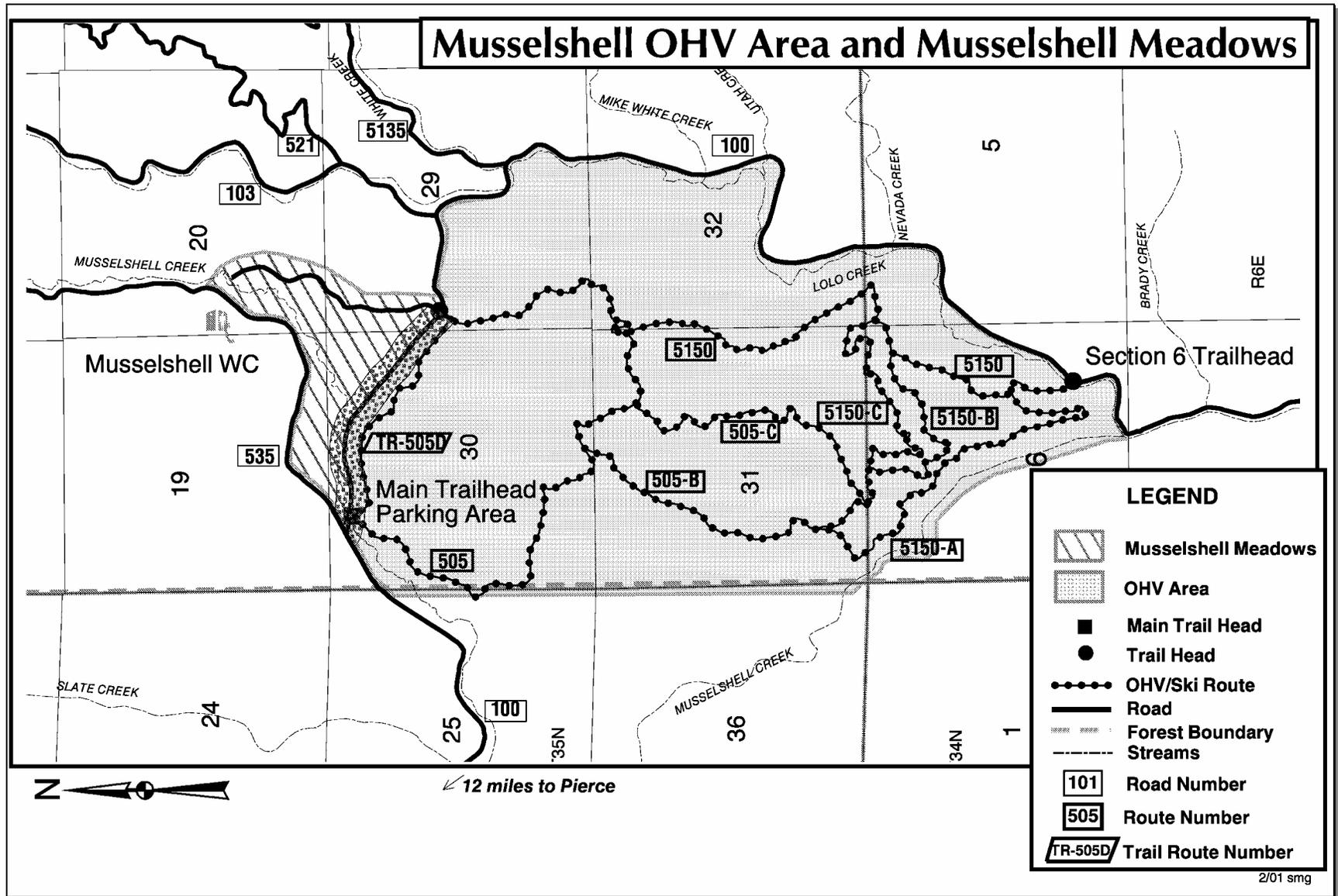
Trail 176 to Cold Springs Peak Cabin. Take Road 711 from Cold Springs Pond to Road 5295, then follow Road 5295 to Road 5297. Travel up Road 5297 to the junction with Road 5297A, then follow Road 5297A to the trailhead at the end of the road where Trail 176 begins. Road 5297A is seasonally closed for large vehicles from 10/1 – 6/15. The trail segment is 1.5 miles long, and ends at Cold Springs Peak Cabin, which is available for rent.

Contact the North Fork Ranger District for information on renting the cabin. Views of nearby Elizabeth Creek and down into Black Canyon are spectacular.

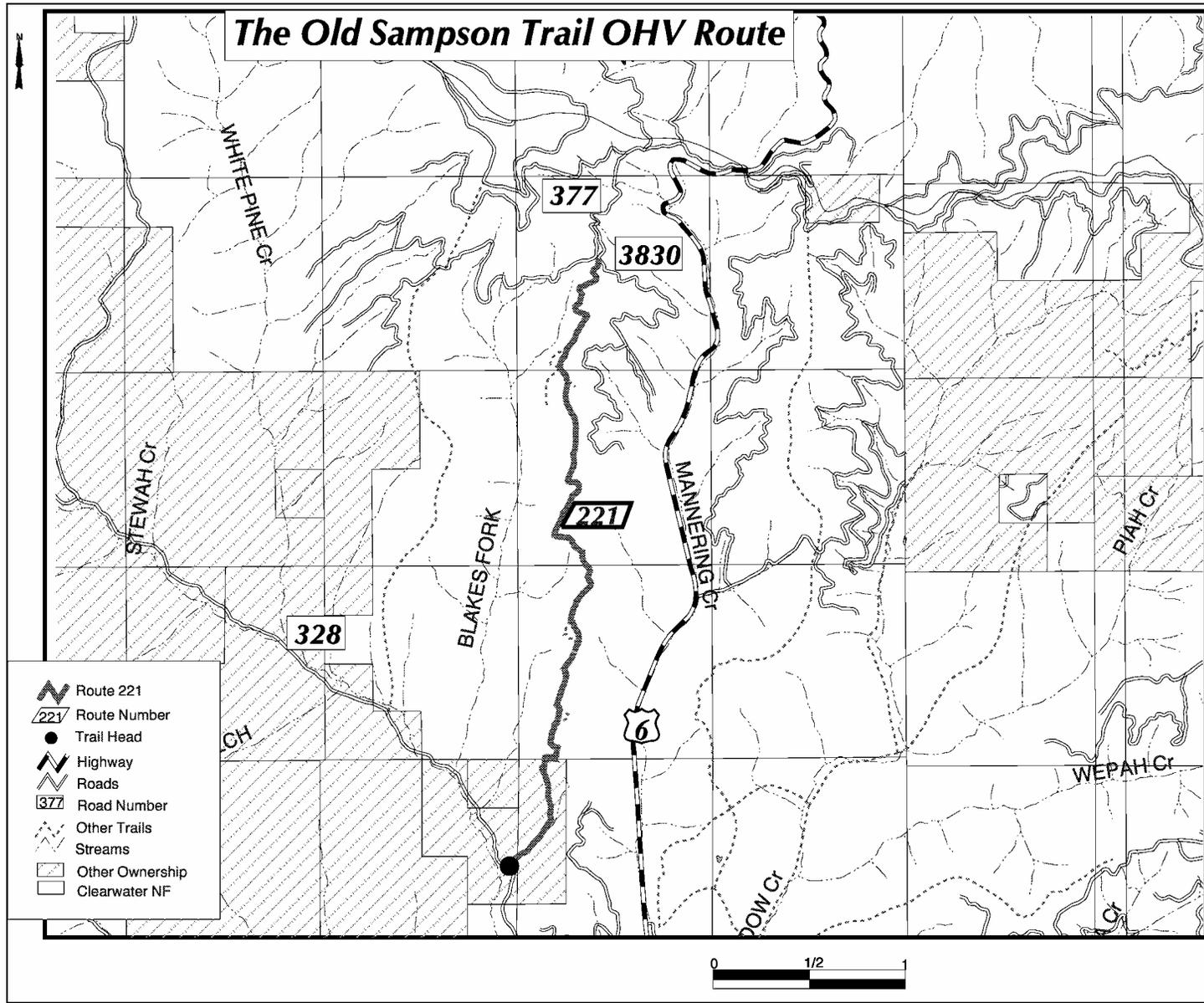




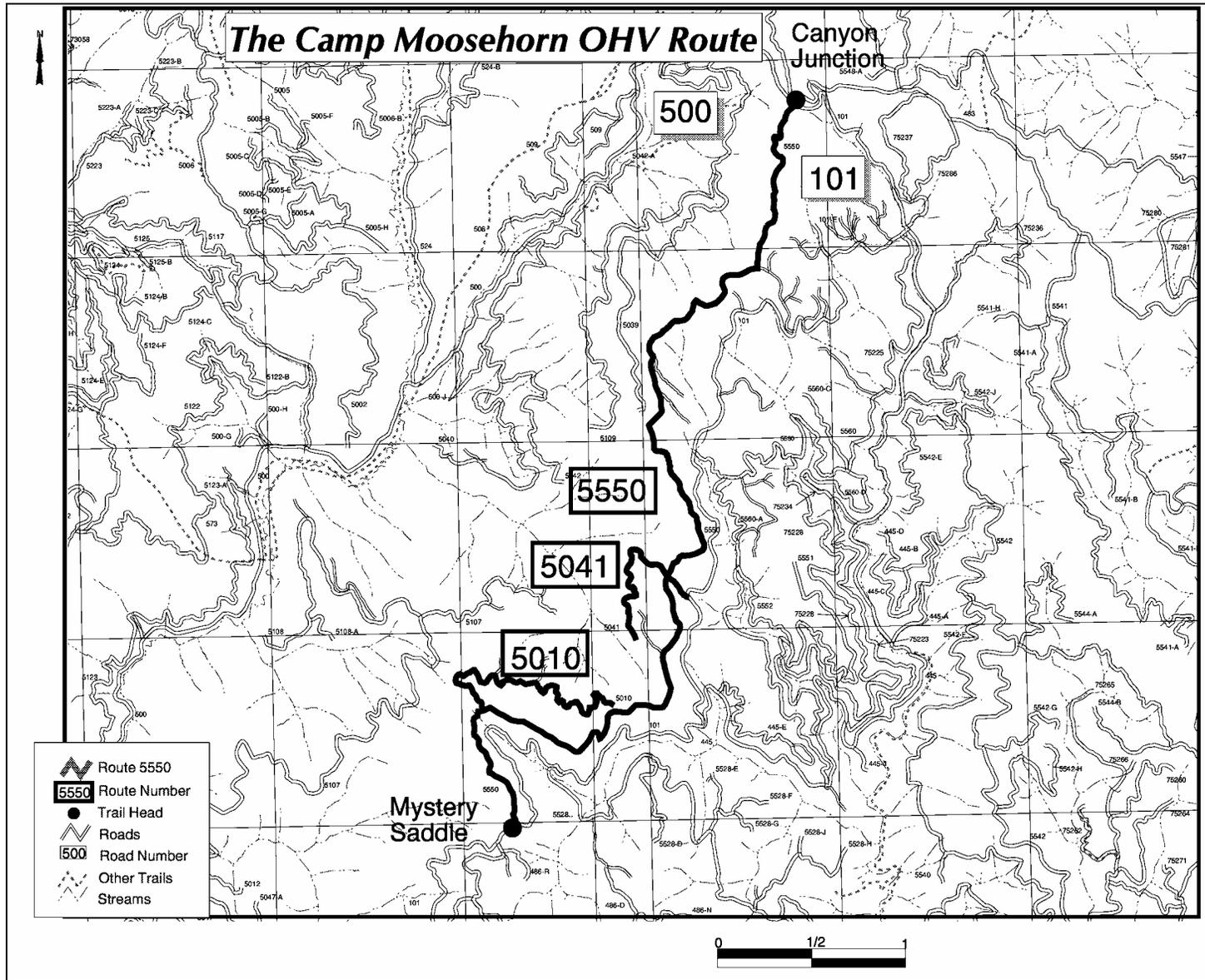
Trail 524 to Scurvy Mountain starts at East Saddle off Road 581 east and south of Kelly Forks Work Center and ends at Scurvy Mountain Lookout. The trail is on an old fire access road closed to large vehicles and is approximately 5 miles long. Scurvy Lookout will soon be available for rent. Contact the North Fork Ranger District in Orofino or Kelly Forks Work Center for information. The lookout provides a panoramic view of the surrounding area.



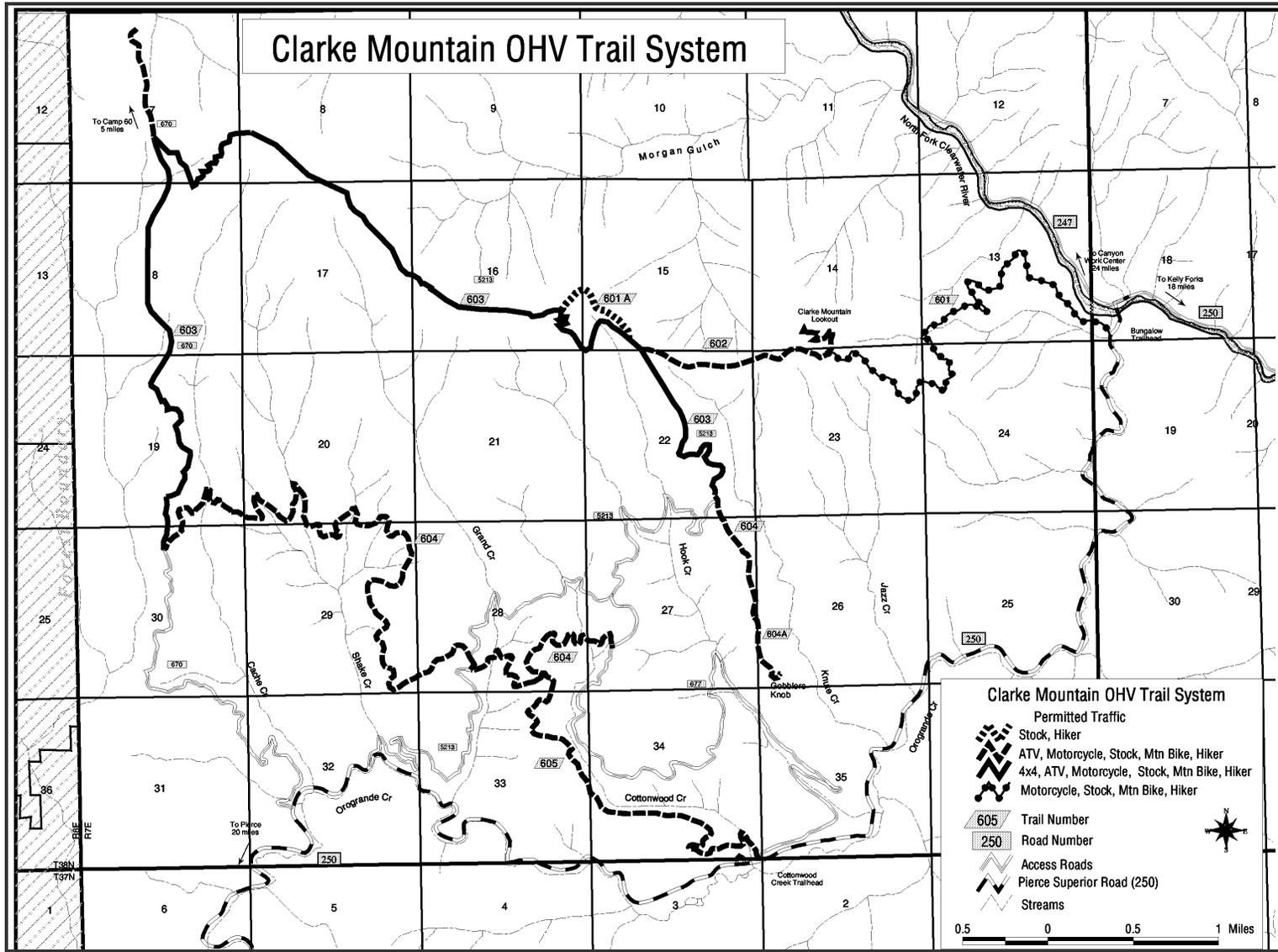
The Musselshell OHV Area is located near the Musselshell Work Center approximately 12 miles south of Pierce and 12 miles east of Weippe, ID. There are two main trailheads, both adjacent to Road 100. The Musselshell OHV Area consists of 12+ miles of designated OHV routes suitable for both motorcycles and ATV's. These OHV routes are within a Restricted Travel Area however, so no motorized travel is permitted off the designated routes at any time. The area is open only to vehicles under 50 inches 7/1 through 9/30. It is closed to all vehicles the rest of the year. Since all of the designated routes are closed to large vehicles, unlicensed riders and vehicles are permitted as long as each vehicle has an Idaho OHV sticker. The designated routes are wide and have gentle grades. It's an excellent place for inexperienced riders or a family outing.



The Old Sampson Trail is an historic trail that follows the ridge dividing Mannering Creek and Blakes Fork. It is 4.5 miles long and represents one small portion of the 2000-mile trail system that C.B. Sampson blazed and marked in Idaho to improve access for trade and commerce. In the 1890's, it was a heavily used wagon road. Please use caution, as the trail is open to OHVs as well as non-motorized traffic. This trail climbs about 800' in elevation from the Meadow Creek Road to the Divide Road. Potential ATV loops are possible through connections with the Palouse Divide Adventure Road 377 and the Meadow Creek Road 328.



The Camp Moosehorn OHV Area is located on Forest Road 5550 between Canyon Junction and Mystery Saddle along the ridge that divides the Eldorado watershed from the Canyon Creek watershed. It is part of the original Lolo Motorway from the Clearwater River to Weitas Meadows, Bald Mountain, and Wendover Ridge. Since these roads are closed to large vehicles, unlicensed riders and vehicles are permitted as long as each vehicle has an Idaho OHV sticker. There are several openings where riders have a view of Dollar and Eldorado Creek valleys and also of the Weippe Prairie.



The Clarke Mountain OHV Trail System is accessed from the Cottonwood Creek trailhead which is approximately 23 miles from Pierce, Idaho, on the Pierce-Superior Road 250. There are 25 miles of OHV routes suitable for both ATVs and motorcycles, and Trail 603 offers one of the few, true jeep routes on the Clearwater National Forest. These trails offer beautiful views of the Orogrande Creek and North Fork Clearwater River drainages, and a chance to visit the old Clarke Mountain Lookout site, a spectacular vista. Parts of the system, particularly Trail 602, are quite steep and winding, and are not for inexperienced riders or the faint-of-heart. The trailhead features a parking area for those enjoying a day's ride, or campsites with fire rings and toilet facilities for those staying a little longer. A current Idaho OHV sticker is required; funds from the sales of these stickers helped pay for development of this trail system.

GUIDE TO RECENT TRAIL NUMBER CHANGES

New Trail Numbers		Old Road or Trail Numbers	
	20		174
Segment 3 of	25		69
Segment 7 of	25		85
Segment 8 of	25		93
	28		83
	40-C		29
Included in	59	5.9 miles of	75
	65		109
Included in	88	Part of	91
Included in	89	Part of	82
Included in	91	Part of	88
Included in	399		97
Included in	105	2.5 miles of	65
Included in	167	13.8 miles of	164
	222		113
Included in	285	1.75 miles of	286
Included in	373	7.1 miles of	379
Included in	490	5.25 miles of	428
Included in	532		590
Included in	534	Part of	539
Included in	567	4 miles of	493
Included in	567	7 miles of	503
Included in	617		165
	740-A		740.1
	740-B		742
	740-C		742
	740-D		745
	850	Road	505
	851	Road	505-B
	852	Road	505-C

New Trail Numbers		Old Road or Trail Numbers	
	853	Road	5150.1
	854	Road	5150.2
	855	Road	5150A
	856	Road	5150B
	857	Road	5150C
Segment 1 of	2060		206A
Segment 2 of	2060		206
	2150		215
	2210		221
	2230		223
	2240		224
	2290		229
	2410		241
	3610		361
	4300		43
	7600		760

Note: Some trail numbers have changed recently. This Travel Guide and the 2001 Forest Visitor Map show the new trail numbers. However, you may encounter old trail numbers on signs or older maps. To help you determine the correct trail numbers, we have provided this Guide to Recent Trail Number Changes that shows the relationship between the old road or trail numbers and the new trail numbers used in this Guide and on the new Forest Map.

CODES FOR TRAVEL RESTRICTION REASONS

The table below describes the restriction reason codes that are used in the restricted road and trail lists that follow. Reasons for restrictions are described in more detail in the Travel on the Clearwater NF section of this Travel Guide.

Reason	Code	Explanation
CONFLICT	C	To minimize conflicts between recreational users and to reduce safety hazards that result when vehicles of different types, sizes, and speeds attempt to use the same road or trail. Also used on trails where motorized use is prohibited by law, such as Wilderness trails and National Historic Trails, and where trails are not wide enough to accommodate certain vehicles.
FACILITY	F	To prevent access to facilities and administration sites that are subject to vandalism or theft.
MAINTENANCE	M	To reduce the cost of road operations and maintenance, including unsurfaced roads that are easily rutted by traffic during wet weather.
SAFETY	S	To limit public exposure to potentially unsafe conditions such as fires or equipment operating on or near a road.
SOIL/WATER	SW	To prevent damage to soils and vegetation that are sensitive to disturbance by motor vehicles, and to protect water quality from sedimentation that results when road surfaces erode as a result of damage from motor vehicles, particularly in wet weather.
RESEARCH	R	To prevent disturbance of areas involved in ongoing research activities.
WILDLIFE	W	To reduce human disturbance to wildlife when they are in key habitat areas such as winter ranges, important summer ranges, and elk calving areas.

LEGEND FOR ROAD AND TRAIL RESTRICTIONS

ROAD NUMBER	ROAD NAME	D I S T R I C T	RESTRICTED VEHICLE AND PERIOD "0" Indicates No Restriction					REASON	RESTRICTION LOCATION	
									FROM	TO
999 B	CRYSTAL CREEK B	5	YRLONG	10/1-6/15	0	10/1-6/15	0	SW	Jct Rd 999 - T73N R97E S32	End of Road

See the Forest Visitors Map or USGS Quad maps for road and trail numbers

Code for the Ranger District where the road or trail is located.
 2 - Palouse RD
 3 - North Fork RD
 5 - Lochsa RD
 6 - Powell RD

Official road or trail name

The period of restriction is shown for each vehicle type.
 In this example, vehicles over 50 inches wide are not permitted on the road at any time, and motorcycles and ATV's are not permitted from 10/1 through 6/15. The "0" indicates that there are no restrictions on snowmobiles or bicycles.
 Roads not listed in the Travel Guide do not have any travel restrictions.
 Trails not listed in the Travel Guide do not have any travel restrictions except for ATV's. All Trails are closed to ATV's yearlong unless specifically designated as open in the Travel Guide.

Points where restrictions begin and end are described by local features such as road junctions, road mileposts, or road ends. A legal description by township, section, and range may also be shown.
 There will be a sign at the point where a restriction begins but there may or may not be a restriction device like a gate or other barrier. Restrictions in this Travel Guide are in effect regardless of the presence of a restriction device or whether a gate is closed or open.
 In this example, the restriction on Road 999B begins at its junction with Road 999 in township 73N, range 97E, section 32, and the restriction continues to the end of the road.

This is a code for the reason the road is restricted. A brief description of the reason codes can be found on the previous page. More detailed information on restriction reasons can be found elsewhere in this Travel Guide.



All vehicles over 50 inches in total width measured at their widest point.



All two-wheel motorized vehicles including motorcycles and trail cycles



Snowmobiles and other track-driven vehicles designed exclusively for oversnow travel and operated entirely on snow. ATV's with tracks do not meet this definition.



All vehicles with three or more wheels that are less than 50 inches in total width measured at their widest point. Any towed trailer must also meet the 50 inch width limit measured at its widest point.



All two-wheel human-powered vehicles including bicycles and mountain bikes

Road Restrictions – See [roads.xls](#)

Trail Restrictions – See [trails.xls](#)

FOREST SUPERVISOR'S ORDER

Pursuant to 36 Code of Federal Regulations 261.50, the following acts are prohibited on Forest roads, trails, and restricted areas on or administered by the Clearwater National Forest and described in the documents listed below. These restrictions are in addition to those enumerated in Subpart A, Part 261, Title 36, Code of Federal Regulations, and will remain in effect until rescinded.

1. Use of roads, trails or areas under National Forest jurisdiction in violation of travel restrictions listed in the Clearwater National Forest Travel Guide (2003 Revision).

[36 CFR 261.53 (e) & (f); 261.54 (a) & (e); 261.55 (a) (b) & (c); and 261.56 and 261.58 (b), (e), (l) & (n)]

2. Operating a motor vehicle defined by Idaho Code as an "All terrain vehicle (ATV)" [I.C. 67-7101 (1)], "Motorbike" [I.C. 67-7101 (9)] or "Snowmobile" [I.C. 67-7101 (14)] on roads under National Forest jurisdiction in violation of Idaho Code, law or regulation pertaining to vehicle registration and operator license requirements, [36 CFR 261.54 (d)].
3. Operating a vehicle carelessly, recklessly, or without regard for the rights or safety of other persons, or in a manner or at a speed that would endanger or be likely to endanger any person or property [36 C.F.R. 261.54 (f)].

Pursuant to 36 C.F.R. 261.50 (e), the following are exempt from restriction No. 1 shown above:

- (1) - Persons with a permit specifically authorizing the otherwise prohibited use.
- (6) - Any Federal or State Law Enforcement Officer or member of an organized rescue or firefighting force in the performance of and official duty.

The above restrictions are necessary for public safety, protection of property, and/or prevention of resource damage.

Done at Orofino, Idaho, this 1st day of May, 2003.

By: _____
LARRY J. DAWSON, Forest Supervisor
CLEARWATER NATIONAL FOREST

Violations of these regulations or the conditions of any permit issued thereunder are punishable by a fine of \$5,000.00 or six months imprisonment, or both (7 USC 1011), (16 USC 551), and (18 USC 3571).

03-05-04

Clearwater National Forest Office Locations and Business Hours

OFFICE	Seasons Open	Days Open	Hours Open (PST)
Clearwater NF Supervisor's Office 12730 Highway 12, Orofino, ID 83544 208 476-4541 TDD 208 476-0129	Year-round	Monday – Friday	8:00 a.m. – 4:30 p.m.
North Fork Ranger District 12730B Highway 12, Orofino, ID 83544 208 476-4541 TDD 208 476-0129	Year-round	Monday – Friday	8:00 a.m. – 4:30 p.m.
	Late May – late October	7 days/week including holidays	8:00 a.m. – 4:30 p.m.
Kelly Creek and Canyon Work Centers	Late May – late September	Up to 7 days/week	7:30 a.m. – 4:00 p.m.
Pierce Work Center P.O. Box 368, Pierce, ID 83546 208 464-2573	Year-round	Monday – Friday	7:00 a.m. – 3:30 p.m.
Palouse Ranger District Route 2 Box 4, Potlatch, ID 83844 208 875-1131	November – March	Monday – Friday	7:00 a.m. – 4:00 p.m.
	April – October		7:00 a.m. – 4:30 p.m.
Lochsa Ranger District Kooskia Office Route 1 Box 398, Kooskia, ID 83539 208 926-4275	Year-round	Monday – Friday	7:30 a.m. – 4:30 p.m.
Kamiah Office Route 2 Box 191, Kamiah, ID 83536 208 935-2513	Year-round	Monday – Friday	7:30 a.m. – 4:30 p.m.
Powell Ranger District Lolo, MT 59847 208 942-3113	Year-round	Monday – Friday	7:00 a.m. – 4:30 p.m.
Lolo Pass Visitor Center 208 942-1234	Late May – early December December – April	7 days/week including holidays Friday – Monday	8:30 a.m. – 3:30 p.m. 9:00 a.m. – 4:00 p.m.

Clearwater National Forest on the World Wide Web: www.fs.fed.us/r1/clearwater

Emergency Numbers:

Clearwater County Sheriff
Idaho County Sheriff

(208) 476-4521
(208) 983-1100

Latah County Sheriff
Idaho Department of Fish and Game

(208) 882-2216
(208) 799-5010