

PURPOSE AND CONTENTS OF THIS MAP

This map has a limited purpose. It shows the prohibitions and open areas for use of over-snow vehicles (snowmobiles only) on the Lewis and Clark National Forest in the Little Belt, Castle and Crazy Mountains pursuant to 36 CFR 212.81. It shows established snowmobile routes as well as routes that are open to snowmobiles in areas closed to cross-country snowmobile travel. For detailed information about

summer motorized routes see the Motor Vehicle Use Map, which shows roads to access snowmobile areas that are open to highway vehicles during certain seasons.

The display of winter trail information on this map, or areas where snowmobiles are not restricted should not be interpreted as encouraging or inviting use, or to imply that the area, trail or route is passable, actively maintained, or safe for



travel. Seasonal weather conditions and natural events may render some routes and areas impassible for extended periods, even those that are groomed. Areas that do not prohibit cross-country snowmobile travel may contain dangerous or impassible terrain. Dangerous winter driving conditions will prevail on all routes, including plowed roads. This map does not indicate whether a road is plowed or not. Check with the Ranger Districts for specific information on road conditions.

DEFINITIONS

Snowmobile: – Snowmobile. An over-snow vehicle that operates on a track, uses one or more skis for steering, and has handle-bar steering and a seat designed to be straddled by the operator. (FSM 2350.05)

In the Little Belt, Castle, and Crazy Mountain Ranges of the Lewis and Clark National Forest, only snowmobiles as defined in the FSM 2350.05 are allowed on designated snowmobile trails or areas designated as open for cross-country snowmobiling.

PROHIBITIONS

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

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

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

GENERAL RESTRICTIONS ON SNOWMOBILE TRAVEL DECEMBER 1 - MAY 15:

Snowmobiles are only allowed to travel through areas closed to cross-country snowmobiling on routes specifically designated as open to snowmobile as shown on this map.

Snowmobile travel along designated routes that go through an area closed to cross-country snowmobiling is allowed within the standard width of a road right-of-way (normally 66-feet wide, unless signed otherwise) for turning around or avoiding obstructions as long as: 1) no new permanent routes are created by this activity, 2) existing vegetation is not killed or removed, and 3) no damage to soil or water resources occurs.

In the Little Belt, Castle and Crazy Mountains cross-country snowmobile travel is allowed between December 1 and May 15.

Trails and Roads that define the boundaries between areas closed and open to cross-country snowmobile travel are OPEN to snowmobile traffic.

Avalanche Safety

What conditions are needed for an avalanche to happen?

- ◆ Terrain: The slope must be steeper than about 30 degrees and most often steeper than about 35 degrees. Slopes less than about 30 degrees are generally not steep enough to avalanche.
- ♦ Snow pack: The snow must be unstable. Mountain snowpacks are a series of layers stacked on top of one ous wind slabs and increased the avalanche danger. when a harder stronger layer sets on top of a softer

weaker layer and the soft weak layer can barely support the hard strong layer above it.

♦ Trigger: A trigger provides the stress that causes the weak layer to collapse and the snowpack to avalanche. A trigger could be additional weight from more snow or it could be you.

NWS Windchill Chart 35 30 25 20 15 10 5 0 -5 -10 -15 -20 -25 -30 -35 -40 -45 -4 -11 -17 -24 -31 Frostbite Times 30 minutes 10 minutes 5 minutes Wind Chill (°F) = $35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})$

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

Be Informed. Be Trained!

This information is from the Forest Service National Avalanche Center web site, which has online avalanche newly formed slab can change stable powder condiawareness & skills training: http://www.fsavalanche.org/

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

What are the RED FLAGS of unstable snowpack?

- ♦ Recent avalanche activity is the indisputable sign of instability. If you see recent avalanche activity the snowpack is unstable.
- ♦ Wind creates dangerous slabs; if the wind is blowing or has blown recently it has probably created danger-
- another. Some of the layers are hard and strong, some \(\Display \) Precipitation often increases the avalanche danger. of them are soft and weak. The snowpack is unstable
 The more snow that falls and the faster it falls the more apt it is to create dangerous conditions. And wet snow

or rain falling on cold dry snow almost always causes avalanches.

- ♦ Cracks in the snow surface and/or "whoomping" sounds mean that a weak layer is collapsing and that the snowpack is unstable. This is a sure sign of instability; stay on low angle slopes.
- ♦ If the temperature is rising; watch out! Often it will be cold powder skiing in the morning and then warm

up significantly in the afternoon. This rapid warming can transform fluffy powder into a dangerous slab. This tions into unstable slab conditions in a very short time. In a settled more spring-like snowpack, if you are sinking into wet snow 6" or more, the snowpack surface is becoming saturated and wet slides could occur. Roller balls, snow snails and point releases all indicate wet unstable snow.

Low Risk Travel - Snowmobilers

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

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

While highmarking or climbing steep hills

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



















