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Roads Revisited:

A Revisit of Ten Ineffective Road Closures

In the Flathead National Forest's Swan Valley Geographic Area

by
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Fig. 1a: 6/17/22 view of closed road 5392Y from road 5392.

Fig. 2a: 8/3/24 view of closed road 5392Y from road 5392.

The condition of the above boulder-closure of Road 5392Y went from bad to worse from 2022 to 2024, despite the Forest Service's 2022 finding that there was "lots of motorized traffic going past the rocks" and Fish and Wildlife Service's claim that the Flathead National Forest "corrects the situation as soon as they are able." (See page 3)

Executive Summary

During the Summer of 2022, we inspected 303 U.S. Forest Service road closure devices in the Flathead National Forest's (FNF) Swan Valley Geographic Area. Fifty-three percent of them (162) were found to be effective at prohibiting use by motorized vehicles. The remaining 47% (141) showed signs of motorized use behind the closure device and were classified as ineffective. Those results and methods were published in May 2023, in our report "Road Hunt," available at https://www.swanview.org/public/assets/uploads/reports/Road_Hunt_Hammer_2023.pdf .

In August 2024, we revisited ten of those ineffective closures featured in photographs in Road Hunt to see if the FNF had repaired or enhanced the closure devices since our visits in 2022. We found 8 of those 10 ineffective closure devices still ineffective.

We found only two of the closure devices had been worked on since 2022. One was a gate that had been closed and locked and appears to have stopped motor vehicle use. The other, a long-ineffective closure, was actually made worse by the removal of boulders that once complimented an earth berm closure device, displaying ATV tracks behind the closure and remaining ineffective. Two of the ten closure devices had been removed to facilitate logging projects and displayed motor vehicle use.

In this paper, we detail the fate of those 10 closures found ineffective in 2022 in light of claims that "the FNF corrects the problem as soon as they are able." We note further inconsistencies in the FNF's road closure survey efforts and find 2021-2023 ineffectiveness rates likely rose from 17% to 31%, not the reported 4% to 7%.

Introduction and Methods

This report is a supplement to our 2023 Road Hunt report. [1] A thorough introduction to the subject of Forest Service (FS) road closure effectiveness is provided on pages 3-4 of Road Hunt.

Since Road Hunt was written, however, the U.S. District Court in Missoula, MT has again ruled that "FWS (Fish and Wildlife Service) failed to address the exclusion of unauthorized motorized use from road density calculations and, to the extent the agency did address the issue, failed to articulate a satisfactory explanation" in its 2/16/22 revised Biological Opinion on the Flathead Forest Plan. The Forest Service was then faulted for relying "on the flawed provisions of the Revised BiOp." [2]

In this report, we pay particular attention to the Revised BiOp's claim that, when road closure problems "become apparent the FNF corrects the problem as soon as they are able." [3] We used the same methods described in Road Hunt to resurvey in 2024 the ten ineffective road closures featured in photographs in Road Hunt, to see if the FS had responded to the on-the-ground situation in 2022 and our reporting of those problems in 2023. (See Road Hunt pages 5-6 and Appendices A and B, which are also Appendices A and B to this report). [4]

In the following Results section, we detail what we found in 2024 and provide photographs from our new inspections. These are compared to the circumstance we found in 2022 (and, in some cases, over earlier years) noting whether the FS had attempted to fix the problem and whether it was successful or not.

Results

Our 2024 revisit of ten road closures found ineffective in 2022 found evidence the FS or other entity had attempted to make only two of the closures effective; Roads 10229 and 5392Y. Unlike the repair of gate 10299, the attempt on Road 5392Y made the situation worse and left the road and its closure detour exhibiting motor vehicle use.

No road closure repair was found at the gate on Road 91241 and it remains vulnerable due to detour space around the gate, though no motor vehicle tracks were found behind the gate in 2024. What remained of two earth berm closures found driven over in 2022 on Roads 498A and 9701 had those berms entirely removed prior to our visit in 2024. Both appeared to be in active logging contract areas. Only one, 498A, had a cattle-type temporary gate installed, but motorized use was nonetheless evident behind the gate. The resulting effectiveness determinations are shown in Table 1 and are detailed below and in Appendix C. How we make such determinations is discussed on page 11 of Road Hunt.

Table 1: Effective (E) and ineffective (I) closures by year.

Road #	5392Y	9701	498A	10229	9760	9814	10561	91220	91241	90336
2022	I	I	I	I	I	I	I	I	I	I
2024	I	I	I	E	I	I	I	I	E	I

Road 5392Y

Fig. 1b: 6/17/22 view of closed road 5392Y from road 5392.

Fig. 2b: 8/3/24 view of closed road 5392Y from road 5392.

Road closure 5392Y was highlighted on pages 8-10 of Road Hunt as a damaged road closure that has not been repaired since at least 2016. A couple of the road closure boulders had been moved aside to allow the passage of full-size motor vehicles, as shown in Figure 1b. In 2021, a dead wolverine carcass was found about a mile down "closed" Road 5392Y, which had been cleared of deadfall to allow ATV access.

On 8/3/24, we found the entrance had been cleared of the remaining boulders with no sign the boulders had been winched

Fig. 3: 8/3/24 view of hand slash placed on road 5392Y.

Fig. 4: 8/22/24 ATV tracks on road 5392Y detour.

aside, suggesting heavy equipment had been used to pick the boulders up and move them aside, as shown in Figure 2b. The well driven over berm and trench that had once bolstered this boulder closure was found with a wood block and other hand-moveable slash inserted, as shown in Figure 3. A sprinkling of more hand-moveable slash was found for some distance down the road, none of which could not simply be removed by hand or driven over.

Road Hunt, in Appendix C, also noted a distant detour (a utility corridor) being used by ATVs to access Road 5392A near its midpoint. On 8/22/24 we found that detour being used by ATVs, in spite of some skimpy dead mountain maple having been used to lightly litter the trail, as shown in Figure 4. We also found disturbed soils and vegetation where an ATV had turned around on Road 5392A most of the way toward Birch Creek. Why the boulders already on-site were not utilized and why no substantial blocking of the utility corridor detour has occurred remains a mystery. This closure remains ineffective.

Road 9701

Fig. 5: 8/3/22 view of the flatted earth berm on road 9701.

Fig. 6: 8/27/24 view of the closure location on road 9701.

Road closure 9701 was featured on page 10 of Road Hunt as a worn-down berm reported as ineffective by the FS in 2020, as shown in Figure 5. On 8/27/24 we found what little of the earth berm that remained in 2022 had been totally bladed away and it appears the road was being used for a logging contract in 2024, as shown in Figure 6. No road closure device exists. [5] The "closure" is ineffective at preventing use by motor vehicles, as described on page 11 of Road Hunt.

Road 498A

Fig. 7: 8/3/22 view of driven-over berm on road 498A.

Fig. 8: 8/27/24 view of the closure location on road 498A.

Road closure 498A was featured on page 12 of Road Hunt as an ineffective run-over berm, as shown in Figure 7. On 8/7/24 we found the earth berm bladed away and replaced by a temporary cattle-type gate, apparently to accommodate a logging contract, as shown in Figure 8. We found this closure to still be ineffective. How we make such determinations is discussed on page 11 of Road Hunt.

Road 10229

Fig. 9: 8/4/22 view of year-round closure gate 10229.

Fig. 10: 8/27/24 view of year-round closure gate 10229.

gate.

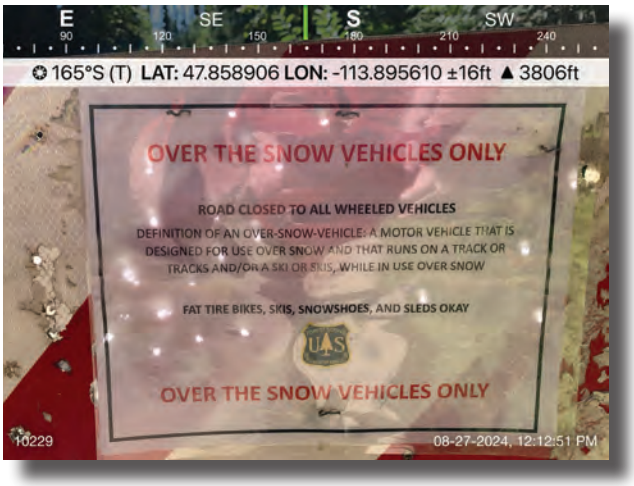


Fig. 11: 8/27/24 view of sign posted on gate 10229.

Fig. 12: 8/27/24 new vegetation behind gate 10229.

Road closure 10229 was featured on page 10 of Road Hunt as a year-round gate left wide open with no vegetation in the tire tracks, as shown in Figure 9, indicating the gate may have been left open in prior years as well. On 8/27/24 we found the gate closed and locked, as shown in Figure 10. There was a sign posted on the gate indicating the road is "CLOSED TO ALL WHEELED VEHICLES" and open to "OVER THE SNOW VEHICLES ONLY," as shown in Figure 11.

We found new vegetation growing in the previously well-worn tire tracks, as shown in Figure 12, and no indication of wheeled vehicle use that would have crushed or prevented the new vegetation growth. We listed this closure as effective but also noted an unused potential detour space wide enough for motorcycle trespass exists

Road 9760

Fig. 13: 8/22/22 ATV detour around closure berm 9760.

Fig. 14: 8/28/24 ATV detour around closure berm 9760.

Road closure 9760 was featured on page 13 of Road Hunt as an earth berm with a wide detour around its left side showing evidence of use by ATVs, as shown in Figure 13. On 8/28/24 we found evidence of ATVs still using this detour to trespass behind the earth berm. We found no evidence the FS has tried to correct this problem since 2022 and again listed the closure as ineffective at preventing motorized use.

Road 9814

Fig. 15: 8/23/22 mountain bike and motorcycle detour.

Fig. 16: 8/28/24 mountain bike and motorcycle detour.

Road closure 9814 was featured on page 15 of Road Hunt as a gate circumvented by a high-use mountain bike detour that also showed motorcycle tracks behind the gate, as shown in Figure 15. On 8/28/24, we found the same situation, as shown in Figure 16. We again found a motorcycle track behind the gate and wondered how many of the bicycle tracks might have been motorized e-bikes, which are prohibited from closed roads and trails. We found no indications that the FS had attempted to enhance the effectiveness of this gate and we again listed it as ineffective.

Road 10561

Fig. 17: 8/23/22 driven-over earth berm with sign.

Fig. 18: 8/28/24 driven-over earth berm with sign.

Road closure 10561 was featured on page 1 of Road Hunt as an earth berm heavily driven over by ATVs in spite of the berm-and-pit combination accompanied by a closure sign, as shown in Figure 17. On 8/28/24 we found the situation unchanged and ATV tracks over and behind the berm, as shown in Figure 18. We found no evidence the FS had attempted to enhance the effectiveness of this road closure device.

Road 91220

Fig. 19: 8/23/22 ATV detour around gate 91220.

Fig. 20: 8/28/24 ATV detour around gate 91220.

Road closure 91220 was featured on pages 2 and 17 of Road Hunt as a gate-with-closure-sign circumvented by ATVs going up the right bank and back down it behind the gate, as shown in Figure 19. On 8/28/24 we found the situation unchanged. We found fresh ATV tracks having used the detour, as shown in Figure 20, though the tracks do not show as well in the latter wet-weather photo. We found no evidence the FS had attempted to enhance the effectiveness of this road closure device.

Road 91241

Fig. 21: 8/23/22 ATV detour around gate 91241.

Fig. 22: 8/28/24 ATV detour around gate 91241.

Road closure 91241 was featured on page 13 of Road Hunt as a gate circumvented by an ATV going around the right/locking side of the gate, as shown in Figure 21. The FS noted in 2022 the gate needs "a rock installed on the right side to keep out atv/dirt bikes." On 8/28/24 we found the situation unchanged, as shown in Figure 20, but trespassing ATV tracks were not visible so we listed the closure as effective per our protocols in Appendices A, B and C. We found no evidence the FS had attempted since 2022 to enhance the effectiveness of this road closure device.

Road 90336

Fig. 23: 8/30/22 ATV detour around gate 90336.

Fig. 24: 8/28/24 ATV detour around gate 90336.

Road closure 90336 was featured on pages 14 and 17 of Road Hunt as a gate circumvented by ATVs going around the left/hinge side of the gate, as shown in Figure 23. On 8/28/24 we found the situation unchanged, as shown in Figure 24. ATV use of the detour and the road behind the gate was again evident and we again listed the closure as ineffective. We found no evidence the FS had attempted since 2022 to enhance the effectiveness of this road closure device.

Revisit Synopsis

We found the FNF's response to the existence of ineffective road closures in the Swan Valley Geographic Area to be lackluster at best. Only one of the ten 2022 ineffective closures we revisited in 2024 had meaningful repairs made - and those consisted simply of locking a gate shut and posting a paper closure sign on it.

The attempted repair of the long-ineffective boulder-and-berm closure of Road 5392Y resulted in no boulders left in the roadway to indicate it was closed and the ineffective sprinkling of hand-moveable slash on the berm and the roadway behind it. This even though we provided evidence this road closure has been being routinely violated since at least 2016 and the FNF itself noted in 2022 there was "Lots of motorized traffic going past the rocks."

Moving or allowing others to move the remaining boulders aside, rather than reincorporating them into a more effective closure, is simply bafflng! We also provided evidence that ATV trespass of this closure likely contributed to the death of a wolverine (now listed as "threatened" under the Endangered Species Act) along the road in 2021. (Road Hunt, pages 8-9).

The persistent ineffectiveness and disrepair of closure 5392Y since at least 2016, among others, shows FWS's claim that "the FNF corrects the problem as soon as they are able" to be baseless and meaningless. When we inquired about the FNF's overall road closure monitoring and repair methods, the responses instill even less faith in the process, as will be detailed in the following section of this report.

Flathead National Forest's Road Closure Survey Methods

In Road Hunt, we reported on several versions of the FNF's "Road Closure Monitoring Strategy and How To," including the "As of June 8, 2021" version used to collect the FNF 2021 data, the "As of July 27, 2022" version used to collect the FNF 2022 data, and the latest version we've been able to obtain; "As of January 27, 2023." (Road Hunt pages 4 and 12-17).

We reported on inconsistencies in the FNF's survey and reporting methods. These included the fact that the FNF monitored for whether closures were "effective/ineffective" in 2020 but switched to monitoring for whether closures were "functional/not functional" thereafter, while still reporting the overall results as percent "effective/ineffective." (Id). This was confounded by the FNF's 2021 data showing it had found 52 closure devices "breached" by motor vehicles but nonetheless listed them as "found functional." FNF 2022 data showed 32 closure devices "breached" by motor vehicles but nonetheless listed as "found functional." (Road Hunt at 12-13).

In spite of our repeated inquiries, the FS has failed to describe how it monitors for "functional/not functional" closure devices yet reports its results as percent "effective/ineffective" devices. Similarly, the FS has never provided the promised Appendix D to its "Road Closure Monitoring Strategy and How To" that would provide details for "Reviewing Surveys and Recording Completed Repairs by FNF Engineers." (Road Hunt at 16). [6]

The FNF says it has no documented procedure for how it gets from "found functional/not functional" to "effective" or "ineffective." Nonetheless, the FNF posted to its web site in November 2024 an "Exhibit Q-22" document providing Forest-wide percentages of ineffective road closures from 2005-2024, but marked the results for 2021-2024 as "draft." [7]

In other words, the FNF has apparently been collecting road closure survey data for four years as "functional/not functional" but has not documented how it then determines which closures and what percentage of the closures are "effective" or "ineffective." That or the FNF is hiding its procedures from the public eye.

Even more disturbing, the FNF is using Exhibit Q-22 to conclude that the rate of road closure ineffectiveness has decreased in recent years, from a 2005-2011 average of 9% to a 2019-2024 average of 7% ineffective. [8]. This conclusion is not supported by the 2021-2023 road closure survey data the FNF has provided us pursuant to the Freedom of Information Act. [9]

As described on pages 12-14 of Road Hunt, the FNF in 2021 and 2022 counted as "functional" scores of closures it simultaneously found "breached" by motor vehicles. [10, 11] Moreover, the 2023 data provided us by the FNF similarly shows it counted as "functional" 90 closures showing breach by motor vehicles. [12]

Table 2 shows the effects of applying the common sense assumptions that a road closure that displays being breached by motor vehicles is "not functional" and that a closure found "not functional" is likely "ineffective." Applying these assumptions, absent a FNF description of how it derives "ineffective" percentages from "found functional/not functional" data collection, shows a much less rosy trajectory than that reported in Exhibit Q-22. The data indicate ineffectiveness has likely increased from 17% to 31% from 2021-2023 (we have no data for 2024), not the increase from 4% to

Table 2: Ineffective closure rates by year per data source and assumptions.

Data Source	2021	2022	2023	2024
Exhibit Q-22	4%	5%	7%	8%
FOIA Data Assuming "Not Functional" = "Ineffective"	12%	18%	20%	
FOIA Data Assuming "Breached" = "Not Functional"	17%	23%	31%	

7% reported in Exhibit Q-22. Until the FNF explains itself, we can only assume it must be counting a lot of "not functional" closures as "effective," even if they show evidence of being breached by motor vehicles. [13]

Conclusions and Discussion

Our Road Hunt report detailed how the FNF switched from surveying its road closures to see whether they were "effective" in 2020 to seeing whether they were "found functional" in the years that followed. The FNF still has produced no documentation of how it uses its "found functional/not functional" survey data to arrive at overall "effective/ineffective" closure rates. As shown in Table 2 and the discussion above, that undisclosed process accounts for what appears to be significant under-reporting of closure ineffectiveness rates.

Our 2024 revisit of 10 closures found ineffective in 2022 yields some important findings: a) only 2 of the 10 closures showed some effort at repair, in spite of the FS reportedly taking care of such matters "as soon as they are able," b) those efforts made the situation worse in one of the two cases, c) motorized passage over or around closure devices contribute to closure ineffectiveness yet was largely ignored by the FS in these 10 cases.

The FNF's Exhibit Q-22 attempts to sum up the Forest-wide situation as follows: "Ineffective devices occur throughout the forest and vary spatially each year. Some parts of the forest may have more ineffective closures than others in any particular year. These devices are repaired only to have hot spots show up in another geographic area the next season making predicting and preventing unauthorized use incredibly difficult."

As described on pages 3 and 4 of Road Hunt, the perpetual problem with road closure devices is largely why the FNF in 1995 issued Amendment 19 to its Forest Plan and instituted a road reclamation program wherein "the entire length had to be reclaimed using barriers, natural debris and vegetation to no longer function as a road or trail [and] required that all stream-aligned culverts and bridges be removed." The FNF's revised Forest Plan abandoned Amendment 19 in favor of road closure treatments required only at the road entrance. The U.S. District Court in Missoula, MT has now twice found the abandonment of Amendment 19 unlawful because it does not adequately account for the impacts of roads to grizzly bears and bull trout.

In spite of our inquiries, we find no evidence the FNF has made significant progress in solving its road closure problems.

(Notes and Sources begin on the next page)

Notes and Sources

1. Hammer, Keith. 2023. Road Hunt: A survey of road closure effectiveness in the Flathead National Forest's Swan Valley Geographic Area. Swan View Coalition, May 2023. https://www.swanview.org/public/assets/uploads/reports/Road_Hunt_Hammer_2023.pdf

2. Christensen, Dana L., U.S. District Court Judge, Order in the matter of *Swan View Coalition v. Haaland*. 6/28/24.

3. U.S. Fish and Wildlife Service. Revised Biological Opinion on the Revised Forest Plan for the Flathead National Forest. 2/16/22. (See particularly page III-48).

4. This report follows the survey methods described in our 2023 Road Hunt but used the updated 1/01/24 Motor Vehicle Use Map for the Swan Lake Ranger District.

5. See note 4. According to the updated 1/1/24 Motor Vehicle Use Map for the Swan Lake Ranger District, the location of road closure 9701 has not changed from the location shown on the prior 1/1/22 MVU Map, the location visited in 2022 and 2024.

6. On 6/25/24, the Forest Service responded to our 5/16/24 Freedom of Information Act Request for records concerning how the Flathead National Forest is conducting and summarizing its road closure effectiveness surveys. It said there is no update to the 1/27/23 version of its "Road Closure Monitoring Strategy and How-to," nor documentation of any new process that replaces it. It also said that there is no "Appendix D - Reviewing Surveys and Recording Completed Repairs by FNF Engineers" promised in the 6/8/21 version of the "Road Closure Monitoring Strategy and How-to." It also said there is no documentation of the process by which the FNF uses survey findings of "functional" or "not functional" to arrive at findings of "effective" or "ineffective," nor any versions of its 2021, 2022 or 2023 closure survey spreadsheets with any data whatsoever in the columns including "effective" or "effectiv" in the headers.

The Forest Service did provide, however, a "Flathead_National_Forest_Closure_Monitoring_2022.xlsx" spreadsheet similar to the 2022 spreadsheet provided for our Road Hunt report, with the notable exception that it includes a new column with the header "MR Effective." This column includes as "yes/effective" 16 closures that showed evidence of being breached by motor vehicles. Nonetheless, when we sorted the spreadsheet using the "MR Effective" column, we found 81% of the closures to be "effective," compared to 82% found "functional" when sorting using the "found functional" column (the latter was previously reported in Road Hunt, pages 13-14).

We emailed Mark Ruby, FNF Wildlife Biologist, on 8/12/24 asking if the "MR Effective" header referred to his initials and whether he could explain "how these effectiveness determinations were made and/or derived from other columns in the spreadsheet," given his familiarity with the FNF road closure monitoring program. We received no response from Mark Ruby or anyone else in the Forest Service in this regard.

The 6/25/24 Forest Service response to our FOIA request said there is no documentation of overall road closure "effectiveness" or "found functional" rates for 2021, 2022 or 2023. It also said that the required Forest Plan biennial monitoring reports for 2021-2022 do not exist concerning "Status of Road Infrastructure" and "Flathead National Forest Plan Infrastructure (Roads) Monitoring Guide and Evaluation of Results (Mon-IFS)." It did, however, provide us the "R01_Flathead_National_Forest_Closure_Monitoring_2023_Inspections_Export_Raw.xls" spreadsheet used for our analyses in this report. (See also note 9).

7. Flathead National Forest. "FNF Road Closure Monitoring and Road Treatment Examples", undated. Posted by the FNF on 11/13/24 to its Cyclone Bill web page at https://www.fs.usda.gov/project/flathead/?project=63658 , in Folder 07_Project File Exhibits, as Q022_CB_RoadClosureEffectiveness.pdf (Project File Exhibit Q-22).

8. See note 7. Project File Exhibit Q-22, page 3.

9. On 1/6/23 we requested of the Flathead NF information regarding the Flathead NF's new Road Closure Monitoring Strategy and "a listing of all the data collected in 2020 [, 2021 and 2022] via the 'Survey 123/ Field Maps process'" that was used to conclude what percentage of the inspected closure devices were "effective." In its 2/6/23 response, the Flathead provided, among other things, three spreadsheets for the road closure data it collected in 2020, 2021, and 2022. Respectively, these files were named 2020BarrierMonitoringData_Final.xlsx, FNF_closure_inspections_2021.xlsx, and FNF_ClosureInspections_2022.xlsx. Because these spreadsheets were provided us in an Excel.xlsx format, as we requested, we were able to search the data by road number and were able to sort the data to enable counting of "effective" closures, "found functional" closures, etc.. The 2020 spreadsheet includes a "pivot table" calculating the reported road closure "effectiveness.". We were able to confirm those results by sorting and counting "effective" determinations within the spreadsheet itself. The 2021 and 2022 spreadsheets, however, provide no indication of "effective" for individual closures nor any calculation of percent "effective."

On 6/25/24, the Forest Service responded to our 5/16/24 Freedom of Information Act Request for records concerning how the Flathead National Forest is conducting and summarizing its road closure effectiveness surveys. It provided us the "R01_Flathead_National_Forest_Closure_Monitoring_2023_Inspections_Export_Raw.xls" spreadsheet used for our analyses of the 2023 data in this report. This spreadsheet includes a column with the header "closure season" and containing response values of "yes" or "no." The Forest Service has provided us no documentation of how to interpret this column, which appears to ask whether the closure was visited during the time/season it was intended to be closed. Responses in this column, however, are contradictory. The "closure season" response for Road 9509, for example, is "yes" and the "functionality comments" are "The gate was locked open. Everything's seams to be functional [sp]." On the other hand, the "closure season" response for Road 9892 is "no" and the "functionality comments" are "I was here when the gate was locked open. I am assuming for seasonal use." These, among others, show the responses to be inconsistent and beg the question of whether the closures inspected outside the closure season are nonetheless included in the calculation of closure effectiveness rates. Of the 842 closures inspected and included in the 2023 spreadsheet, only 191 had a "yes" in the "closure season" column and 14% of those were listed as found "not functional." Exhibit Q-22 (see note 7), however, infers all 842 closures were inspected in 2023, so we used all 842 inspected closures in our overall ineffective closure rates shown in Table 2 of this report. The two examples of roads inspected in 2023 that are mentioned above relative to being inspected inside or outside the closure season can be viewed in the spreadsheet screen shots shown in note 12.

Note 12 also provides examples of the contradiction in calling a road closure device that shows breach by motor vehicles "found functional." A few are listed here, by spreadsheet line number and road number:

Line 3, Road 1671 - "Evidence that people drive down from the road behind the berm."
Line 17, White Lion Road - "Bikes and ATVs are driving around the gate."
Line 18, Road 9858 - Moto track to the left of the gate."
Line 21, Road 2984 - "Huge ATV trail to side of gate. Gate is functional otherwise."
Line 23, Road 10857 - "The berm itself is functional, however there is evidence of motorized use going around the berm and accessing the area behind it."
Line 24, Road 11100 - "Berm itself is functional however there is a clear motorized path around it with recent use."
Line 56, Road 9509 - "Gate functional but appears if 2 wheeled vehicles going around side."

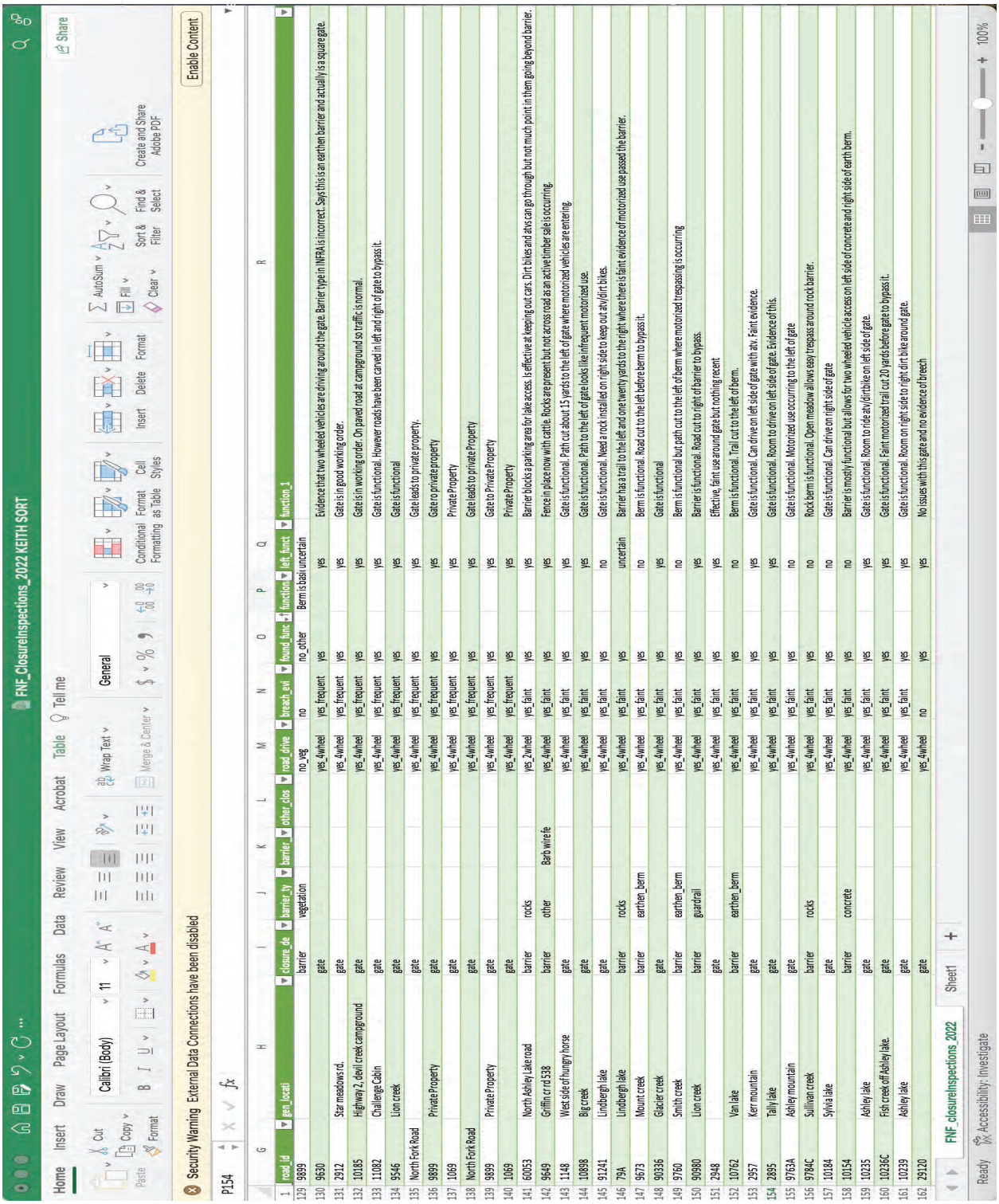
10. See note 9, spreadsheet for 2021 and our screen shot of that spreadsheet, sorted to show "breached but found functional" closures, on the following page:

FNF_closure_inspections_2021 KEITH SORT

G3 Unknown

FID	survey_dat	surveyor_n	district	road_id	closure_de	barrier_ty	road_drive	breach_evi	found_func	function_1
74	6/4/21	Adam Kane	hungryhorse	895C	gate		yes_4wheel	yes_frequent	yes	Recent OHV tracks going around gate and continue beyond the berm on the other side of bridge
92	6/23/21	Satchel Daly	swanlake	Unknown	barrier	earthen_berm	yes_2wheel	yes_frequent	yes	Berm in good condition. Track next to berm large enough for 2-wheel and small 4-wheel vehicle access.
244	7/19/21	Kimball	tallylake	11282	barrier	rocks	yes_4wheel	yes_frequent	yes	Signs of road errosion, water flowing under barrier down road 50ft
346	7/27/21	Sara frisbee	tallylake	10236	gate		yes_4wheel	yes_frequent	yes	Gate is short.
367	7/28/21	Sara frisbee	hungryhorse	5368	barrier	earthen_berm	yes_4wheel	yes_frequent	yes	Easy jump
564	8/27/21	Aubrey Sullivan	tallylake	2940	gate		yes_4wheel	yes_frequent	yes	Gate is functional but there is a well used trail around the gate, likely for motorized bikes.
575	8/27/21	Aubrey Sullivan	tallylake	10306	gate		yes_4wheel	yes_frequent	yes	Gate not used anymore, road goes around it.
591	8/24/21	Ethan Woodbury	glacierview	5274	gate		yes_4wheel	yes_frequent	yes	Gate open access through gate
599	9/8/21	Aubrey Sullivan	tallylake	2950	gate		yes_4wheel	yes_frequent	yes	Functional
610	9/8/21	Aubrey Sullivan	tallylake	1167	gate		yes_4wheel	yes_frequent	yes	Gate is functional but not keeping out motorized use.
705	9/15/21	Ethan Woodbury	hungryhorse	569	gate		no_veg	yes_frequent	yes	Gate locked and secured no access points through or around gate
774	9/22/21	Aubrey Sullivan	tallylake	10357	gate		yes_4wheel	yes_frequent	yes	Functional
889	10/25/21	Rachel Manley	glacierview	909	gate		yes_4wheel	yes_frequent	yes	Device has been removed. Nothing but lock-closed post remains. Marked effective because it does not need repair.
11	6/3/21	Ethan Woodbury	swanlake	91167	barrier	rocks	yes_2wheel	yes_faint	yes	Device minimal secured.
25	6/7/21	Adam Kane	glacierview	10815	gate		yes_4wheel	yes_faint	yes	N/A
26	6/7/21	Adam Kane	glacierview	10815	gate		yes_4wheel	yes_faint	yes	N/A
27	6/8/21	Adam Kane	hungryhorse	5311	gate		yes_4wheel	yes_faint	yes	N/A
79	6/22/21	Jeremiah Thomas	tallylake	9630	gate		yes_4wheel	yes_faint	yes	Functional, 2 wheeled motorized could go around gate
82	6/22/21	Jeremiah Thomas	tallylake	9644	gate		yes_4wheel	yes_faint	yes	Gate functional. Faint evidence of motorcycle traffic around gate
85	6/23/21	Satchel Daly	swanlake	9549	gate		yes_4wheel	yes_faint	yes	Locked and firm with two locks. Small single track around gate able to accommodate 2-wheeled vehicles.
88	6/23/21	Satchel Daly	swanlake	10666	gate		yes_4wheel	yes_faint	yes	Functional with two locks. Small single track around gate, able to accommodate 2-wheeled vehicles.
90	6/23/21	Satchel Daly	swanlake	2957	gate		yes_4wheel	yes_faint	yes	Gate closed and locked. Small trail beside gate that would accommodate 2-wheeled vehicles.
91	6/23/21	Satchel Daly	swanlake	5232	gate		yes_4wheel	yes_faint	yes	Gate closed and locked. Small track alongside gate suitable for 2-wheel vehicles.
93	6/23/21	Satchel Daly	swanlake	5527	gate		yes_4wheel	yes_faint	yes	Gate closed and locked. Small path alongside gate suitable for 2-wheel vehicles.
95	6/23/21	Satchel Daly	swanlake	10125	gate		yes_4wheel	yes_faint	yes	Gate closed and locked. Small trail alongside gate able to accommodate 2-wheel vehicles.
97	6/23/21	Satchel Daly	swanlake	917B	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Berm in good condition. Small trail leading onto road that may accommodate small 2-wheel vehicles. Large brush pile just before the berm.
98	6/23/21	Satchel Daly	swanlake	10138	gate		yes_4wheel	yes_faint	yes	Gate closed with two locks. Small trail leading onto road from parking area suitable for 2-wheel and small 4-wheel vehicles.
121	6/30/21	Kimball	tallylake	10360	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Motorized vehicle tracks on top and beside berm
125	6/30/21	Kimball	tallylake	2918	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Old Atv tire tracks pover berm
149	7/2/21	Sara frisbee	tallylake	2912	barrier	rocks	yes_4wheel	yes_faint	yes	Big gap in rock formation
209	7/7/21	Kimball	tallylake	9622	barrier	rocks	yes_4wheel	yes_faint	yes	Small rocks and open area in forest with faint motorized use around berm
344	7/27/21	Sara frisbee	tallylake	11293	gate		yes_4wheel	yes_faint	yes	Shared gate
345	7/27/21	Sara frisbee	tallylake	10239	gate		yes_4wheel	yes_faint	yes	Work
365	7/28/21	Sara frisbee	hungryhorse	1048	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Almost gone
391	7/29/21	Kimball	hungryhorse	1629	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Functioning but signs of faint 2 wheel vehicle activity
399	7/29/21	Kimball	hungryhorse	5334	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Faint tire tracts otherwise functional
422	8/2/21	Kimball	hungryhorse	9873	barrier	earthen_berm	yes_2wheel	yes_faint	yes	Functioning, could use closure sign
431	8/2/21	Kimball	hungryhorse	10168	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Faint motorized vehicle tire tracks.
498	8/4/21	Sara frisbee	spottedbear	2847	barrier	earthen_berm	yes_4wheel	yes_faint	yes	Mutiple turms
531	7/29/21	Satchel Daly	swanlake	10610	barrier	earthen_berm	yes_2wheel	yes_faint	yes	Berm in good condition. Small path over berm suitable for small 2-wheeled vehicles.
534	7/29/21	Satchel Daly	swanlake	10212	gate		yes_4wheel	yes_faint	yes	Gate found closed and locked. Path next to gate suitable for 2-wheeled vehicles.
535	7/29/21	Satchel Daly	swanlake	10213	barrier	rocks	yes_2wheel	yes_faint	yes	Barrier in good condition. Path through barrier suitable for 2-wheeled motor vehicles.
546	7/28/21	Satchel Daly	swanlake	10229A	gate		yes_2wheel	yes_faint	yes	Gate closed and locked. Path beside gate suitable for light 2 wheel vehicles.
547	7/28/21	Satchel Daly	swanlake	10229P	gate		yes_4wheel	yes_faint	yes	Gate closed and locked upon arrival. Path next to gate suitable for light 2 wheel vehicles.
561	7/1/21	Satchel Daly	swanlake	2824	gate		yes_4wheel	yes_faint	yes	Gate closed and locked upon arrival.
562	7/1/21	Satchel Daly	swanlake	10547	gate		yes_4wheel	yes_faint	yes	Gate found closed and locked.
577	9/3/21	Aubrey Sullivan	tallylake	2920	gate		yes_4wheel	yes_faint	yes	2 wheeled motorized vehicles could get around gate, faint trails on both sides.
589	8/24/21	Ethan Woodbury	glacierview	803	barrier	earthen_berm	yes_2wheel	yes_faint	yes	Device functional no access points through or around barrier
618	9/9/21	Aubrey Sullivan	tallylake	5397	gate		yes_4wheel	yes_faint	yes	Functional
621	9/9/21	Aubrey Sullivan	tallylake	11280	barrier	rocks	yes_4wheel	yes_faint	yes	Rocks in place, but faint evidence that 4-wheeled vehicles can go around it on the right. Road beyond overgrown with grass but driveable.
684	9/14/21	Josh Churchill	tallylake	2981	barrier	earthen_berm	no_veg	yes_faint	yes	Functional
780	9/22/21	Ethan Woodbury	swanlake	2991	barrier	earthen_berm	yes_2wheel	yes_faint	yes	Barrier is secured no access points through may be access for motorcycle UTV/atv around device
0	6/9/21	Sara frisbee	hungryhorse	5311	gate		yes_4wheel	no	yes	It is works. No sign.

11. See note 9, spreadsheet for 2022 and our screen shot below of that spreadsheet, sorted to show "breached but found functional" closures. Note that a few of the "breached but found functional" gates lead to private property or are in a developed campground and therefore may be dismissed from the survey by the FS, according to its Road Closure Monitoring Strategy and How-to" and its monitoring reports. Our survey included gates on FS roads that lead to private property but weren't located at the private property boundary. Our survey did not include gates located in developed campgrounds or administrative sites.



	road_id	gen_locati	closure_de	barrier_ty	barrier_f	other_clos	road_drive	breach_evi	bound_func	function	left_funct	function_1
129	9899		barrier	vegetation			no veg	no	no_other	Berm is basi	uncertain	
130	9630		gate				yes_4wheel	yes_frequent	yes		yes	Evidence that two wheeled vehicles are driving around the gate. Barrier type in INFRA is incorrect. Says this is an earthen barrier and actually is a square gate.
131	2912	Star meadows rd.	gate				yes_4wheel	yes_frequent	yes		yes	Gate is in good working order.
132	10185	Highway 2, devil creek campground	gate				yes_4wheel	yes_frequent	yes		yes	Gate is in working order. On paved road at campground so traffic is normal.
133	11082	Challenge Cabin	gate				yes_4wheel	yes_frequent	yes		yes	Gate is functional. However roads have been carved in left and right of gate to bypass it.
134	9546	Lion creek	gate				yes_4wheel	yes_frequent	yes		yes	Gate is functional
135	North Fork Road		gate				yes_4wheel	yes_frequent	yes		yes	Gate leads to private property.
136	9899	Private Property	gate				yes_4wheel	yes_frequent	yes		yes	Gate ro private property
137	1069		gate				yes_4wheel	yes_frequent	yes		yes	Private Property
138	North Fork Road		gate				yes_4wheel	yes_frequent	yes		yes	Gate leads to private Property
139	9899	Private Property	gate				yes_4wheel	yes_frequent	yes		yes	Gate to Private Property
140	1069		gate				yes_4wheel	yes_frequent	yes		yes	Private Property
141	60053	North Ashley Lake road	barrier	rocks			yes_2wheel	yes_faint	yes		yes	Barrier blocks a parking area for lake access. Is effective at keeping out cars. Dirt bikes and atvs can go through but not much point in them going beyond barrier.
142	9649	Griffin cr rd 538	barrier	other	Barb wire fe		yes_4wheel	yes_faint	yes		yes	Fence in place now with cattle. Rocks are present but not across road as an active timber sale is occurring.
143	1148	West side of hungry horse	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional. Path cut about 15 yards to the left of gate where motorized vehicles are entering.
144	10898	Big creek	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional. Path to the left of gate looks like infrequent motorized use.
145	91241	Lindbergh lake	gate				yes_4wheel	yes_faint	yes		no	Gate is functional. Need a rock installed on right side to keep out atv/dirt bikes.
146	79A	Lindbergh lake	barrier	rocks			yes_4wheel	yes_faint	yes		uncertain	Barrier has a trail to the left and one twenty yards to the right where there is faint evidence of motorized use passed the barrier.
147	9673	Mount creek	barrier	earthen_berm			yes_4wheel	yes_faint	yes		no	Berm is functional. Road cut to the left before berm to bypass it.
148	90336	Glacier creek	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional
149	9760	Smith creek	barrier	earthen_berm			yes_4wheel	yes_faint	yes		no	Berm is functional but path cut to the left of berm where motorized trespassing is occuring
150	90980	Lion creek	barrier	guardrail			yes_4wheel	yes_faint	yes		yes	Barrier is functional. Road cut to right of barrier to bypass.
151	2948		gate				yes_4wheel	yes_faint	yes		yes	Effective, faint use around gate but nothing recent
152	10762	Vail lake	barrier	earthen_berm			yes_4wheel	yes_faint	yes		no	Berm is functional. Trail cut to the left of berm.
153	2957	Kerr mountain	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional. Can drive on left side of gate with atv. Faint evidence.
154	2895	Tally lake	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional. Room to drive on left side of gate. Evidence of this.
155	9763A	Ashley mountain	gate				yes_4wheel	yes_faint	yes		no	Gate is functional. Motorized use occurring to the left of gate
156	9784C	Sullivan creek	barrier	rocks			yes_4wheel	yes_faint	yes		no	Rock berm is functional. Open meadow allows easy trespass around rock barrier.
157	10184	Sylvia lake	gate				yes_4wheel	yes_faint	yes		no	Gate is functional. Can drive on right side of gate
158	10154		barrier	concrete			yes_4wheel	yes_faint	yes		no	Barrier is mostly functional but allows for two wheeled vehicle access on left side of concrete and right side of earth berm.
159	10235	Ashley lake	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional. Room to ride atv/dirtbike on left side of gate.
160	10236C	Fish creek off Ashley lake.	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional. Faint motorized trail cut 20 yards before gate to bypass it.
161	10239	Ashley lake	gate				yes_4wheel	yes_faint	yes		yes	Gate is functional. Room on right side to right dirt bike around gate.
162	29120		gate				yes_4wheel	no	yes		yes	No issues with this gate and no evidence of breech

12. See note 9, spreadsheet for 2023 and our screen shot of that spreadsheet, sorted to show “breached but found functional” closures, on this and the following page:

closure_season	road_id	closure_device_type	barrier_type	breach_evidence found_functional	functionality_comments
yes	Private	gate		yes_frequent	Private gate to private property.
no	671	barrier	earthen_berm	yes_frequent	Evidence that people drive down from the road behind the berm. See optional photo
no	940	gate		yes_frequent	Looks like bike traffic goes around the gate
no	11080A	gate		yes_frequent	This is the gate by the hellback base
no	706	gate		yes_frequent	Had Yale lock, in good condition
no	11080C	gate		yes_frequent	This is the gate to the hellback base/ HH bull pen
yes	570	gate		yes_frequent	It's currently being used as a logging road and the gate is open due to frequent truck use. There is a road closure sign because of the logging traffic.
yes	557	gate		yes_frequent	Road is being used for logging purposes behind gate but otherwise gate is in great operational order.
yes	388	gate		yes_frequent	Gate and road are functional with foot traffic use present.
yes	398	gate		yes_frequent	Frequent use of vehicle traffic to trailhead beyond open gate. Gate works good.
yes	0320	barrier	rocks	yes_frequent	Rock barrier with no traffic going through but bike use around rocks coming down from main road bear cr. Apparent.
no	064	barrier	concrete	yes_frequent	Looks like a trail to the lake that a bike could go through
no	1049	barrier	earthen_berm	yes_frequent	There is no barrier at this location
no	569	gate		yes_frequent	Very functional gate
no	0357	gate		yes_frequent	Gate is bent and cannot be opened very easily. But functional in that it is blocking the road. There is a driveable path around the gate
yes	White lion road	gate		yes_frequent	Bikes and ATVs are driving around gate
no	858	gate		yes_frequent	Moto track to the left of the gate. Gate works fine
no	1293	gate		yes_frequent	The gate sufficiently closes the road
no	957	gate		yes_frequent	Gate had lock, just had to lock it closed
no	984	gate		yes_frequent	Huge ATV trail to side of gate. Gate is functional otherwise
no	1658A	gate		yes_frequent	Gate functions. However there is frequent use around it.
no	0857	barrier	earthen_berm	yes_frequent	The berm itself is functional, however there is evidence of motorized use going around berm and accessing area behind it.
no	1100	barrier	earthen_berm	yes_frequent	Berm itself is functional however there is a clear motorized path around it with recent use
no	817	gate		yes_faint	Path to the right of the gate, no evidence of recent tire tracks
no	311	gate		yes_faint	Gate effective, faint signs of driving around edges
no	272	gate		yes_faint	Device functional, reflectors fades
no	Unknown	barrier	earthen_berm	yes_faint	This berm is functional although there is a trail to the side of it through the woods. The road behind the berm has thick vegetation but it appears someone has made a trail. Unsure if it is meant for winter or summer use
no	803L	gate		yes_faint	Device functional. Rock could be installed on right side to deter bikes
no	Unknown	barrier	earthen_berm	yes_faint	Berm effective
no	Unknown	barrier	earthen_berm	yes_faint	Berm functional, could be enhanced
no	644	gate		yes_faint	None
no	0184	gate		yes_faint	None
no	803	gate		yes_faint	Device functional but could use rock or berm on side to enhance functionality
no	271	gate		yes_faint	Gate is functional
yes	129	gate		yes_faint	The Yale lock was unlocked so I simply locked it. The post and locking section of the gate is bent and makes it challenging to open and close the gate. The gate can be open and shut with some effort but it would be nice to bend it back into shape.
yes	Unknown	gate		yes_faint	Looks like a private driveway. All is functional. The gate looks like a stock animal use gate and not a typical FS gate
no	0411	gate		yes_faint	Gate posts are loose 2 and 4 wheel things could get around
no	701MAN	barrier	earthen_berm	yes_faint	2 wheel vehicle tracks
yes	600	barrier	earthen_berm	yes_faint	Faint motorbike tracks going over barrier
no	805	barrier	earthen_berm	yes_faint	Berm wouldn't stop bikes. More like rolling dips
no	920	gate		yes_faint	Gate was locked and found open
no	852	barrier	earthen_berm	yes_faint	Vegetated berm. Trail behind it. Unsure if motorized use occurs behind it
no	0381	barrier	vegetation	yes_faint	Over grown, no evidence of moto use
no	0119	gate		yes_faint	Small trail to the left of gate. Possible for 2 wheeled motos to use but no evidence like tire tracks or anything
no	0513	gate		yes_faint	Maybe some moto use behind gate but not 100% positive
no	Unknown	barrier	earthen_berm	yes_faint	Berm appears to have some light traffic but overall veg is grown in
no	1080J	barrier	concrete	yes_faint	Device for most part seems functional, some signs of traffic on S end of barrier
yes	0735	gate		yes_faint	Gate works great. There is old sign of vehicles driving around the gate but it hasn't been used for years.
no	0189	barrier	earthen_berm	yes_faint	Berm that some people walk around to get to lake. A bridge over the berm with logs was built

FNF 2023 Breached but Functional Sort.xls [Compatibility Mode]

Office Update To keep up-to-date with security updates, fixes, and improvements, choose Check for Updates.

E70 no

	E	G	I	J	N	O	R
1	closure_season	road_id	closure_device_type	barrier_type	breach_evidence	found_functional	functionality_comments
50	no	10189	barrier	earthen_berm	yes_faint	yes	Berm that some people walk around to get to lake. A bridge over the berm with logs was built
51	yes	5311B	barrier	earthen_berm	yes_faint	yes	Berm functional, no signs of motorized use but evidence of activity behind it (trash stashed behind berm)
52	yes	590G	gate		yes_faint	yes	Gate functional
53	no	590G	gate		yes_faint	yes	Gate effective
54	no	10618	barrier	other	yes_faint	yes	No barrier at this point just a fork in the road and a road number sign.
55	no	10431	gate		yes_faint	yes	Room to get around gate with 2 wheels. No evidende it is used frequently beyond the gate
56	no	590B	gate		yes_faint	yes	Gate functional but appears if 2 wheeled vehicles going around side
57	yes	9509	gate		yes_faint	yes	The gate was locked open. Everything's seams to be functional.
58	yes	Unknown	barrier	vegetation	yes_faint	yes	Lots of brush on roadway. Hard to walk through.
59	no	9618	gate		yes_faint	yes	Lock is on. People either are or ride stock behind the gate
60	no	10121	barrier	earthen_berm	yes_faint	yes	Berm is huge. Small trail off to left, maybe for horses or for Moto bikes. No tire tracks
61	no	9763A	gate		yes_faint	yes	Gate is functional. Post is broken. Small walking trail around the gate. Passable for bikes. This does lead to a trailhead.
62	no	10918	barrier	earthen_berm	yes_faint	yes	Berm appears to be easily passable, there is a clear trail behind berm that seems frequently used
63	no	9829	barrier	earthen_berm	yes_faint	yes	Berm functional, some passage through it but doesn't appear to be motorized
64	no	10568	barrier	earthen_berm	yes_faint	yes	Looks more like a game trail and less like a motorbike trail. There is a second berm behind the first one. Berms are not deep on the backside, more like a hump
65	no	91237	barrier	rocks	yes_faint	yes	Trail going between rocks but no evidence of moto use
66	yes	9591	barrier	rocks	yes_faint	yes	There are bicycle tracks behind the rocks, maybe an e-bike. Not large enough to be a dirt bike
67	no	9530	barrier	earthen_berm	yes_faint	yes	The berm is huge and beautiful but there is a trail on the left side going around...no real evidence of moto, it could be used for stock but it is wide enough for a dirt bike
68	no	10547	gate		yes_faint	yes	Maybe a walking track around gate, only wide enough for a moto not side by side. Residential easement signs with residential locks.
69	no	50170	gate		yes_faint	yes	Small trail to left of gate, no moto evidence but they could fit thru
70	no	9892	gate		yes_faint	yes	Could use a barrier on the right side of the gate when the gate is locked, I was here when the gate was locked open, I am assuming for seasonal use
71	yes	1671	gate		yes_faint	yes	Evidence of 2-wheeler path around gate but the berm in front of gate is effective therefore making gate effective
72	no	Unknown	barrier	other	yes_faint	yes	ATV tracks, however downed on road and a car would not be able to drive through
73	no	90392	gate		yes_faint	yes	Small single track trail on the right side of the gate
74	no	9762	barrier	rocks	yes_faint	yes	The rocks are placed so that a large vehicle cannot get thru. A dirt bike might be able to. I think the disturbance is mostly from horses and hikers
75	no	9549	gate		yes_faint	yes	Some trails going around gate, don't look to be moto, more like walking trails but you could fit a moto around the gate on both sides
76	no	10125	gate		yes_faint	yes	Trail to right of gate. Maybe walking, no real evidence of moto but it is wide enough to fit a moto thru
77	no	10124	gate		yes_faint	yes	Gate is in rough shape. Faint evidence of motors going around on the right side. People camp here
78	no	5227	gate		yes_faint	yes	Slight use on the right and left. Possibly walking trails but wide enough for motos. Looks like the berm installed is old and no longer works on the right. Needs another rock on the left
79	no	2988	gate		yes_faint	yes	Rocks have been moved to the right of the gate so people can drive over them
80	no	Unknown	barrier	earthen_berm	yes_faint	yes	Clear evidence of ATV driving through first berm but no evidence of driving through second berm
81	no	1048	barrier	earthen_berm	yes_faint	yes	Two berms in front of road, first is more effective than second, evidence of bicycles through berms but no obvious evidence of motorized use
82	no	90478	barrier	earthen_berm	yes_faint	yes	Trail could be from hikers or horses. No true evidence of motos but a dirt bike could fit thru the gap
83	no	90527	gate		yes_faint	yes	Some faint use on the right side. Just needs one more big rock
84	no	90482	gate		yes_faint	yes	Someone could drive around the right of the gate but the road looks like it hasn't been driven on or cleared for a vehicle in a long time
85	no	90602	barrier	earthen_berm	yes_faint	yes	Berm has a really well worn in single track trail. No evidence of motos so maybe it's just hikers and horses using it. Road is vegetated enough that I don't think people would be driving down it
86	no	Unknown	barrier	earthen_berm	yes_faint	yes	Recent logging activity on road leading up to berm, tire tracks on road however downed trees prevent 4-wheeled vehicles. Berm is not well defined in front of road
87	no	5311C	barrier	earthen_berm	yes_faint	yes	Berm itself is functional, there is a faint trail to the left of berm going through woods and onto road.
88	no	Unknown	barrier	vegetation	yes_faint	yes	Lots of vegetation, barrier is functional
89	no	10188A	barrier	rocks	yes_faint	yes	Faint evidence of motorized use between rocks
90	no	11081	gate		yes_faint	yes	Contractor gate with contractor lock. Clear path to the side of gate to bypass it. Gate itself does not look sturdy
91	no	1155	gate		yes_faint	yes	Gate functional, 2 wheeler able to drive around gate
92	no	Unknown	gate		no	yes	Gate is functional

13. See notes 6, 9, and 10-12, as well as Road Hunt pages 12-14 for examples of contradictory "breached but found functional" closures.

Appendix A

Road Closure Effectiveness Form

Swan View Coalition
July 2022 Version

This form is used to determine whether a road closure device is or is not effective in eliminating motorized use of the road behind the closure device.

1. Road number for the road closure #_____.

2. Ranger District and Forest = _____.

3. Type of closure device:

3.1 Gate = [ ] Steel [ ] Wood [ ] Other _____
3.2 Barrier = [ ] Earthen [ ] Boulders [ ] Concrete [ ] Other _____
3.3 Post and Sign [ ]
3.4 Other [ ] _____
3.5 No closure device is present [ ].

4. If a gate, is it shut <u>and</u> locked? (Y/N) _____

4.1 If not, is this due to vandalism (gate damaged or destroyed)? (Y/N) _____
4.2 Either way, are there motorized tracks visible behind the gate? (Y/N) _____
4.3 If so, what type of tracks? [ ] Motorcycle [ ] 4-wheel ATV [ ] Car/Truck

5. If a permanent barrier, has it been vandalized enough to allow passage by motorized vehicles (gate destroyed, earth berm driven over, boulders moved aside, etc. - report detours around the barrier in #6, below)? (Y/N) _____

5.1 Are there any motorized tracks visible <u>over or through</u> the closure device? (Y/N) _____
5.2 If so, what type of tracks? [ ] Motorcycle [ ] 4-wheel ATV [ ] Car/Truck

6. Is there evidence of motor vehicles detouring <u>around</u> the closure device, not including a simple closure sign (wheel tracks, broken brush, etc.)? (Y/N) _____

6.1 If so, is the detour large enough for a car or truck vehicle, as opposed to an ATV (is the detour wider than 50")? (Y/N) _____
6.2 What type of tracks and/or vegetation damage is present?
[ ] Motorcycle [ ] 4-wheel ATV [ ] Car/Truck

7. Is there a space wide enough for a potential detour around the closure device (but no motorized use is yet apparent)? (Y/N) _____

7.1 If so, what is the widest space available for a potential detour?
[ ] Motorcycle [ ] 4-wheel ATV (40" - 50") [ ] Car/Truck

8. If simply a closure sign, are there motorized tracks visible beyond it? (Y/N) _____

8.1 If so, what type of tracks? [ ] Motorcycle [ ] 4-wheel ATV [ ] Car/Truck

9. If there is no closure device present, are there motorized tracks visible beyond where it should be located? (Y/N) _____

9.1 If so, what type of tracks? [ ] Motorcycle [ ] 4-wheel ATV [ ] Car/Truck

10. If the District or Motor Vehicle Use Map lists Road Vehicle (Car/Truck), Motorcycle and/or ATV use as "Prohibited," what are the closure dates:

10.1 Prohibited yearlong [ ]
10.2 Prohibited _____ through _____
10.3 If prohibition dates are listed, was the closure inspected within those dates? (Y/N) _____

11. Is the closure (check only one):

11.1 [ ] Effective (No evidence of motor vehicle use over, through, around, or beyond the closure device).

11.2 [ ] Ineffective (Evidence of motor vehicle trespass over, through, around, or beyond the closure device or gate not closed and locked. Inspected during "prohibited" closure period for gates and signs; anytime for permanent barriers.)

11.3 [ ] Gate or sign closure inspected outside the "prohibited" closure dates.

12. Is there evidence of bicycle use beyond the closure point, regardless of the closure device type or condition? (Y/N) _____ (This evidence should not qualify the closure as ineffective unless the bicycle was actually present and identifiable as an e-bike or other bicycle with a motor).

13. Take at least one photo of the closure device, focusing on evidence the device is either ineffective or potentially ineffective (tracks beyond, through, or detouring around the device, potential detour around the device, etc.) Place a small blackboard or whiteboard in the photo with the road number (and milepost if there is more than one closure with the same road number being inspected). This will insure the photos are correctly identified and indexed.

If possible, take photos with a camera that assigns the GPS location to the photo's meta data. Better yet, use an App such as Solocator, which overlays the GPS location and time stamp onto the photo itself and may allow insertion of the road number into the overlay as well.

13.1 File number of digital photo(s) _____.
(the file number is not necessary if using an App like Solocator)

Date: _____ Inspector's Signature: _____

Appendix B

Key to Abbreviations Used in Road Closure Effectiveness Form and Spreadsheet

Closure Device Type
BB = boulder barrier
BE = earthen barrier
BR = steel guard rail
BO = other type of barrier
GS = steel gate
N = no closure device
S = sign only

Gate Status
LA = locked, ATV tracks
LC = locked, car/truck/crawler tracks
LM = locked, motorcycle tracks
LN = locked, no motor tracks
NNA = not locked, not due to vandalism, ATV tracks
NNC = not locked, not due to vandalism, car/truck/crawler tracks
NNM = not locked, not due to vandalism, motorcycle tracks
NNN = not locked, not due to vandalism, no motor tracks
NVA = not locked due to vandalism, ATV tracks
NVC = not locked due to vandalism, car/truck/crawler tracks
NVM = not locked due to vandalism, motorcycle tracks

Barrier Status
N = not vandalized, no motor tracks through
NA = not vandalized, ATV through
NC = not vandalized, car/truck/crawler through
NM = not vandalized, motorcycle through
VA = vandalized, ATV through
VC = vandalized, car/truck/crawler through
VM = vandalized, motorcycle through

Detour Used to Circumnavigate Closure Device
DA = detouring ATV
DC = detouring car/truck/crawler
DM = detouring motorcycle
N = no detour used

Potential Detour to Circumnavigate Closure Device
PA = potential for ATV
PC = potential for car/truck/crawler
PM = potential for motorcycle
N = no potential detour

Sign/No Closure Device
NC = not reclaimed, car/truck/crawler tracks
RN = reclaimed, no motor tracks

Assessment
E = Effective, no motor tracks beyond closure device
I = Ineffective, motor tracks beyond closure device

Bike
Y or N, are mountain bike tracks evident?

Re-vegetated
Y or N, is the roadbed behind the closure device revegetated enough to prohibit motor vehicle access?

Road #	Frm #	Road Closure Location Latitude, Longitude	Closure Device	Gate	Barrier	De-tour	Pot Det	Sign	No Dev	Assess-ment	Bike	Re-veg	Inspect Date	Keywords, Notes
5392Y	A	48.14581, -113.97503	BB		VC	DC	N			I	N	N	8/3/24, 8/22/24	Detour up Co-Ax track, dead wolverine found 10/21/21, boulders now moved totally aside, hand-sized wood sprinkled as far as Co-Ax track
9701	B	47.98919, -113.98409	BE		VC	N	N		NC	I	N	N	8/27/24	berm bladed aside, lots of traffic, logging
498A	C	47.98148, -113.97914	BE	LC	VC	N	N			I	N	N	8/27/24	temp logging gate
10229 end	D	47.85892, -113.89586	GS	LN		N	PM			E	N	N	8/27/24	2-tracks re-vegging
9760 east end	J	47.54836, -113.70162	BE		N	DA	N			I	N	N	8/28/24	clear wide DA left
9814 end	G	47.42097, -113.61585	GS	LC		DM				I	Y	N	8/28/24	no veg in 2 tracks, major mtn bke detour around left plus motorcycle track, also snowmobile route and N Cont Divide Mtn Bike Rt
10561	F	47.42002, -113.63277	BE		VA	N	N			I	N	N	8/28/24	VA over berm thru pit
91220	E	47.38657, -113.63709	GS	LA		DA				I	N	N	8/28/24	DA up right bank
91241	H	47.41114, -113.74496	GS	LN		N	PA			E	N	N	8/28/24	Potential detour both sides, only grass reveg, no tracks visible
90336	I	47.49168, -113.71215	GS	LA		DA				I	N	N	8/28/24	DA left thru trees,