

**USDA FOREST SERVICE**

**REGION 1 AND REGION 4**

**DECISION NOTICE  
and  
FINDING OF NO SIGNIFICANT IMPACT  
for  
CONTINENTAL DIVIDE NATIONAL SCENIC TRAIL  
MONTANA - IDAHO SECTION**

C D T

USDA FOREST SERVICE

REGION 1 AND REGION 4

DECISION NOTICE  
and  
FINDING OF NO SIGNIFICANT IMPACT  
for  
CONTINENTAL DIVIDE NATIONAL SCENIC TRAIL - MONTANA/IDAHO SECTION

I. INTRODUCTION

The desire for a trail following the Continental Divide from the Canada border to the Mexico border has been with Americans for many years. This is reflected in the passage of the National Trails System Act (P.L. 90-543, 10/2/68) as amended by the National Parks and Recreation Act of 1978 (P.L. 95-625). In this legislation the Continental Divide National Scenic Trail (CDNST) was established as a general route and the Secretary of Agriculture was directed to submit a comprehensive plan establishing policy and providing guidance for location and management of the CDNST. The Forest Service was delegated responsibility for developing the comprehensive plan and for actual location of the CDNST on the ground. This process is to be done in coordination with other agencies who manage land effected by the trail location. The CDNST Comprehensive Plan was approved on November 11, 1985.

In December of 1986 the CDNST location process was initiated for the segment of the Continental Divide beginning at the Canada border and ending at the western boundary of Yellowstone National Park. Several meetings were held to facilitate data collection and participation from State and Federal land management agencies effected by the CDNST location. An Interdisciplinary Team was chosen do an environmental analysis to determine the best location for the CDNST. An Environmental Assessment (EA) documenting the results of this analysis has been completed. The EA is available at the following locations:

State of Montana:

Region 1 Regional Forester's Office, Missoula  
Forest Supervisor's Office, Kalispell  
Forest Supervisor's Office, Missoula  
Forest Supervisor's Office, Great Falls  
Forest Supervisor's Office, Helena  
Forest Supervisor's Office, Deer Lodge  
Forest Supervisor's Office, Hamilton  
Forest Supervisor's Office, Dillon  
Forest Supervisor's Office, Bozeman  
Glacier National Park Superintendent's Office, West Glacier  
Bureau of Land Management, Butte District Office, Butte

State of Idaho:

Forest Supervisor's Office, Salmon  
Forest Supervisor's Office, St. Anthony  
Bureau of Land Management, Salmon District Office, Salmon

State of Utah:  
Region 4 Regional Forester's Office, Ogden

## II. ISSUES

The Interdisciplinary Team identified 14 issues which are listed on pages 2, 3 and 4 of the EA. These issues were generated from input from involved Government agencies, the public, and from the Comprehensive Plan public involvement process. The issues were used in development and analysis of alternatives displayed in the EA.

## III. ALTERNATIVES

A number of alternatives that might have been studied in the present analysis process had been considered and rejected in the CDNST Legislative Final Environmental Impact Statement (FEIS) filed May 3, 1977. The range of alternatives was focussed further in the CDNST Comprehensive Plan which provides policy and guidance for the location and management of the CDNST. An alternative providing for "No Action" was not considered because the National Parks and Recreation Act of 1987 (P.L. 95-625) provided for the establishment of the CDNST. Cognizant of the direction provided in the above documents and laws and utilizing public and agency input, the Interdisciplinary Team formulated three alternatives for detailed analysis. They are as follows:

### *Alternative A:*

In 1976, Mr. James R. Wolf published a book titled *Guide To The Continental Divide Trail, Volumes I-VI*. In his book Mr. Wolf identifies and describes a route along the Continental Divide. Alternative A is the route described by Mr. Wolf.

Under this alternative approximately 772 miles of trail would be designated as the CDNST from the U.S./Canada border to Yellowstone National Park. Of this total, approximately 720 miles exists as trails (492 miles) and roads (228 miles). An additional 52 miles would have to be constructed or marked for identification. Approximately 27 miles of right-of-way would have to be acquired to gain public access on segments of the trail that would cross nonfederal lands.

Approximately 202 miles of this alternative are located on lands within the National Wilderness Preservation System. Another 447 miles of trail would be open to some forms of vehicle travel through portions of the year. During the summer season when the trail would receive its heaviest use, 397 miles would be open to motorized travel.

### *Alternative B:*

Under this alternative approximately 795 miles of trail would be designated as the CDNST from the U.S./Canada border to Yellowstone National Park. Of this total, approximately 736 miles exists as trails (576 miles) and roads (160 miles). An additional 59 miles would have to be constructed or marked for identification. Approximately 14 miles of right-of-way would have to be acquired to gain public access on segments of the trail that would cross nonfederal lands.

Approximately 222 miles of this alternative is located on lands within the National Wilderness Preservation System. Another 510 miles of trail would be opened to some forms of vehicle travel through portions of the year. During the summer season when the trail would receive its heaviest use, 462 miles would be open to motorized travel.

*Alternative C:*

Under this alternative approximately 853 miles of trail would be designated as the CDNST from the U.S./Canada border to Yellowstone National Park. Of this total, approximately 806 miles exists as trails (641 miles) and roads (165 miles). An additional 47 miles would have to be constructed or marked for identification. Approximately 19 miles of right-of-way would have to be acquired to gain public access on segments of the trail that would cross nonfederal lands.

Approximately 257 miles of this alternative is located on lands within the National Wilderness Preservation System. Another 474 miles of trail would be opened to some forms of vehicle travel through portions of the year. During the summer season when the trail would receive its heaviest use, 435 miles would be open to motorized travel.

*IV. DECISION*

Based on results of the environmental analysis and environmental consequences described in the Environmental Assessment (EA), it is my decision to approve alternative B for the CDNST. The attached maps show the selected route.

Implementation of the selected route for the CDNST will require marking, construction or reconstruction of several short segments totalling 59 miles. A site-specific analysis will be conducted to examine environmental effects prior to each project.

It is recognized that conditions may change in the future to permit minor improvements in the preferred route of the CDNST. For example, opportunities may develop to obtain rights-of-way across private lands and provide a better location for the trail. Monitoring of visitor use of the trail may point out opportunities to improve the route or reduce conflicts or environmental impacts. Under these circumstances, the EA and this Decision Notice will be amended to reflect the needed change.

*V. RATIONALE*

All of the alternatives examined in the analysis provide outstanding opportunities for a Continental Divide Trail. Along much of the Divide, in fact, they share a common route. Differences between the alternatives are generally minor and often subjective, making a choice difficult.

Of the fourteen issues identified in the analysis, only a few exhibited significant differences between alternatives. Therefore, discussion is limited to those issues that show notable differences and therefore influenced the decision. I chose alternative B for the CDNST. The rationale for my choice is as follows:

1. Overall, alternative B is closest to the geographic Continental Divide.
2. Alternative B provides outstanding opportunities for viewing points of scenic, geologic and geographic interest.
3. Alternative B requires the least amount of needed right-of-way acquisition.
4. Less of the CDNST route will follow roads and highways under alternative B than under A or C.
5. Although more costly to implement than the other alternatives, B was selected because it better meets other important selection criteria.

6. There are more resupply opportunities for travelers along alternative route B than for A and C.

7. Alternative B is more compatible with existing wilderness management plans; for example, in the Bob Marshall Wilderness Complex, alternative B avoids violating the standards and guides in the Bob Marshall/Great Bear/ Scapegoat Wilderness Recreation Management Direction.

Under any of the alternatives, there will be very little effect upon water quality, fisheries, threatened and endangered species and other wildlife species. Major sections of all alternative routes pass through threatened and endangered species habitat including grizzly bear. A biological evaluation was prepared to analyze possible effects on the grizzly bear and other T&E species. The USDI Fish and Wildlife Service reviewed the evaluation and concluded that the evaluation was accurate and that implementation of alternative B would not jeopardize the recovery of the grizzly bear population. This alternative was compared with other activities within the ecosystem to assure that the cumulative effects of all activities were compatible with grizzly bear recovery. The biological evaluation identified a 5-mile long section of alternative B north of Rogers Pass that passes through moderately critical bear habitat. This segment is an existing trail that currently receives light use even though it has been widely advertised as the CDNST route in James Wolf's "Guide to the Continental Divide Trail" since its publication in 1976. Official designation of this trail segment as the CDNST is not expected to result in increased levels of use and is, therefore, not expected to effect recovery of the grizzly bear. Annual monitoring of both grizzly bear and human activity will be done to assure that recreation use does not impact the grizzly bear. If conflicts are identified, appropriate action will be taken to mitigate them.

#### *Interim Routes:*

Two situations along alternative B require utilization of temporary Interim Routes. The first occurs in Glacier National Park between the U.S./Canada border at Waterton Lake and Swiftcurrent. Because of lack of full-time customs service at Waterton, the Canadian Government prefers the CDNST be routed through their Chief Mountain Customs Station. Therefore, alternative C will be temporarily utilized as an Interim Route for the CDNST between Swiftcurrent and Chief Mountain Customs Station on the U.S./Canada border. When Canadian customs services can be provided on a regular basis at Waterton, the CDNST will utilize alternative route B.

Several short segments of alternative B do not exist at this time. Therefore, Interim Routes will need to be temporarily utilized until these segments can be constructed or marked. These are indicated on the attached maps.

## VI. MONITORING

As directed in the CDNST Comprehensive Management Plan monitoring of the trail will be conducted according to agency land use management plans. Monitoring should include the following:

1. Levels and types of visitor use.
2. Impacts of adjacent land management activities on trail users and impacts of trail users on adjacent land uses and owners.
3. Conflicts with threatened and endangered species of wildlife, particularly grizzly bear feeding activity relative to visitor use in the Rogers Pass area.

4. Compliance with agency land management plan direction and the CDNST Comprehensive Plan.

VII. *MITIGATION*

A number of mitigation measures will be implemented to protect resource values:

1. Developed campsites will not be designated in the segment between Rogers Pass and Lewis and Clark Pass to avoid conflicts with grizzly bear.
2. Information on safe camping practices such as camping in grizzly bear habitat will be provided at land management agency information offices along the CDNST.
3. Signs and posters will be used at trail heads along the CDNST to inform visitors about appropriate behavior in bear country and minimum-impact camping techniques.
4. If recreational use increases significantly beyond levels anticipated or if grizzly bear/human conflicts develop, special restrictions will be considered including temporary closures.
5. Increased visitor information and education efforts and alternative routes for the CDNST will be considered if visitor conflicts or unacceptable resource impacts develop.
6. A Memorandum of Understanding will be developed in cooperation with the State of Montana for management of the trail where it passes through the Mount Haggin Game Management Area.
7. A Memorandum of Understanding will be developed in cooperation with the USDA Agriculture Research Service, Sheep Experiment Station, for management of the trail where it passes through the Sheep Station lands. The Memorandum will include signing, posting of regulations and trail maintenance.
8. Where the CDNST crosses private land, signs will be used to notify users of landownership and restrictions.

VIII. *FINDING OF COMPLIANCE WITH EXISTING PLANS*

I have determined that identification of the designated route for the CDNST on Federal lands along the Continental Divide from the U.S./Canada border to Yellowstone National Park is in full compliance with land management plans of the appropriate administrative agencies and with the CDNST Comprehensive Plan.

IX. *FINDING OF COMPLIANCE WITH CURRENT LAWS AND REGULATIONS*

I have determined that the decision is consistent with laws and regulations pertaining to management of our public lands. I have also determined that this decision is consistent with the Study Report and Legislative FEIS, P.L.95-625 and the Continental Divide National Scenic Trail Comprehensive Plan. I also consider the EA as appropriately tiered under the guidelines and direction of the USDI legislative FEIS and appropriate Federal Land Management Plan FEIS and as prescribed under NEPA (40 CFR 1502.20 and 1508.28).

X. FINDING OF NO SIGNIFICANT IMPACT

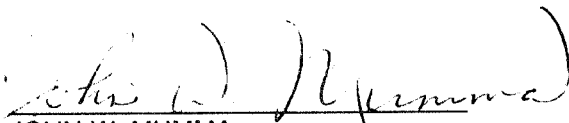
It is our decision that an Environmental Impact Statement is not necessary and will not be prepared for this project. Reasons for not preparing an EIS include:

1. The proposed activity is not a major federal action significantly affecting the quality of the human environment.
2. There are no significant impacts to the relationship between short-term use of man's environment and the maintenance and enhancement of long-term productivity.
3. There are no irreversible or irretrievable commitments of resources in implementing the proposal, except that once money is spent for rights-of-way, maintenance or construction, it cannot be retrieved.
4. There are no major adverse cumulative or secondary environmental effects.
5. Implementation of this decision will have no affect on threatened and endangered species.
6. Designation of the CDNST will not affect inventoried cultural resource sites and meets the intent of the American Indian Religious Freedom Act of 1978.
7. Designation of the CDNST is fully consistent with appropriate Federal Land Management Plans.

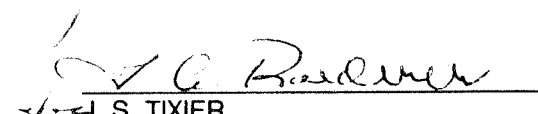
Implementation of this decision is effective immediately.

XI. RIGHT TO ADMINISTRATIVE REVIEW

This decision is subject to appeal pursuant to 36 CFR 211.18. Appeals must be filed in writing with the Region One Regional Forester no later than forty-five (45) days following the date of this Decision Notice as signed below. A statement of reasons to support this appeal and any request for an oral presentation must be made within the forty-five (45) day period for filing a notice of appeal unless an extension is granted.

  
JOHN W. MUMMA  
Region 1 Regional Forester

April 7, 1989  
DATE

  
J. S. TIXIER  
Region 4 Regional Forester

April 7, 1989  
DATE

**XII. MAPS OF THE SELECTED ROUTE**

### XIII. WRITTEN DESCRIPTION OF THE SELECTED ROUTE

**Note:** Descriptions of INTERIM ROUTES of the Continental Divide National Scenic Trail are indented and italicized within the description of the SELECTED ROUTE below.

Beginning at the Canada/United States border,

*just south of the Chief Mountain Customs Station on Montana State Highway 17, then southerly on the Belly River Trail to the Belly River Ranger Station, approximately 6 miles. Then southerly on the Belly River Ranger Station Trail to Ptarmigan Trail and southeasterly on the Ptarmigan Trail to Red Gap Pass Trail, approximately 5 miles. Then easterly on the Red Gap Pass Trail over Red Gap Pass past Poia Lake, then southwesterly at Swiftcurrent Ridge Lake to the Many Glacier Road approximately 15 miles. Then westerly along the Many Glacier Road to the Swiftcurrent Lake Trailhead, approximately 2 miles.*

on the west shore of Waterton Lake, then southerly on the Waterton Lake Trail to Goathaunt Ranger Station approximately 4 miles. Then southerly on the Waterton Valley Trail to Fifty Mountain Campground approximately 11 miles. Then southeasterly on the Highline Trail to the Swiftcurrent Pass Trail junction, approximately 12 miles. Then easterly on the Swiftcurrent Pass Trail over Swiftcurrent Pass to the Many Glacier Ranger Station and the Swiftcurrent Lake Trailhead, approximately 8 miles.

From Swiftcurrent Lake Trailhead, southerly on Piegan Pass Trail over Piegan Pass to Going-To-the-Sun Highway approximately 13 miles. Then easterly to the St. Mary Lake Trail, then southerly on Red Eagle Lake Trail to Triple Divide Pass Trail, over Triple Divide Pass, then easterly to the Pitamakan Pass Trail, approximately 24 miles. Then southerly on Pitamakan Pass Trail over the Pass, past Oldman Lake and easterly to Dry Fork Trail junction, then southerly to Two Medicine Lake Campground, approximately 14 miles. Then southeasterly on the Mt. Henry Trail over Scenic Point entering the Blackfeet Reservation to the Midvale Creek Road, approximately 10 miles. Then southerly along a dirt road on the outskirts of East Glacier to the East Glacier/Autumn Creek Trail, approximately 1 mile. Then southwesterly on the East Glacier/Autumn Creek Trail, leaving the Blackfeet Reservation to the Summit Trail junction, approximately 14 miles. Then southerly on Summit Trail to Marias Pass on United States Highway 2 approximately 1 mile.

From Marias Pass southeasterly on Forest Road #8958 and Trail #197 to Elkcalf Mountain approximately 1.5 miles.

*From Elkcalf Mountain easterly on Trail #137 and Two Medicine River Trail #101 to Badger Cabin, then southwesterly on Trails #141 and 103 to Trail #142 approximately 14 miles.*

From Elkcalf Mountain southeasterly along the Divide to Trail #142 at Bullshoe Mountain approximately 5 miles, then southeasterly on Trail #142 to North Badger Creek Trail #103, then southeasterly on Trails #103, 145 and 147 to Badger Pass approximately 14 miles. Then southerly on Trail #19 to Middle Fork Flathead River and southeasterly on Trails #324 and 116 to Sun River Pass approximately 14 miles. Then southerly on Trail #110 to Open Creek, westerly on Trail #116 to Trail #175, then southerly to Red Shale Creek Trail #130 and easterly to Gates Park approximately 22 miles.

From Gates Park, southwesterly on Rock Creek Trail #111 and Trail #194 to Larch Hill, southerly on Trails #175 and 203 to Indian Point, easterly to South Fork Sun River Trail #202 and southerly to Benchmark approximately 40 miles.

From Benchmark, southerly on Trail #202 to Trail #248, then easterly to Straight Creek Trail #212 and southeasterly to Dearborn River Trail #206 approximately 20 miles. Then southeasterly on Trail #206 to

Blacktail Creek Trail #207 and southwesterly to Trail #479 at the Divide approximately 11 miles. Then southerly on Trail #479 to Trail #438, then southerly to Bighorn Creek Trail #441, then northeasterly on Trail #441 to Trail #440 on the Divide, then southeasterly on Trail #440 to

*Alice Basin Trail #490, southeasterly to Alice Creek Road #293, and easterly on Road #293 to Trail #440 on the Divide at Lewis and Clark Pass approximately 16 miles.*

Red Mountain and Lewis and Clark Pass approximately 15 miles. Then southeasterly to Montana State Highway 200 at Rogers Pass approximately 7 miles.

From Rogers Pass southerly on Trail #440 to Montana State Highway 279 at Flesher Pass, southwesterly on Trail #440 and Road #1841 to Forest Road #485 at Stemple Pass, then southerly along the Divide on Trail #440, Road #485, and Trails #440 and 337 to Meyers Hill approximately 43 miles. Then easterly on Forest Road #136 to Bald Butte and southerly on Roads #662, 1855-C1, 1855-B2, 1855-B1, 1854-A1, and 1803 to Mullian Pass, approximately 20 miles. Then southerly on the Continental Divide to Priest Pass and on an unnumbered jeep trail following the Divide to the Microwave Station and Road #1802 to United States Highway 12, then westerly to MacDonald Pass approximately 8 miles.

From MacDonald Pass southerly on Road #4197 and Trail #348, westerly on Road #1864, southerly on Road #1856-61, southwesterly on Road #1856 and Road #1836, westerly on Road #495-B1 to Telegraph Road #495, then southerly

*on Telegraph Creek Road #495 to Road #495-D1, southwesterly on Road 495-D1 to unnumbered jeep road and southwesterly on the jeep road to Road #1801-A1, then southwesterly on Road #1801-A1 to Trail #330, then southerly on Trail #330 to the Divide at Bison Mountain approximately 21 miles.*

to the end of Road #495. Then southwesterly to the Divide and southerly along the Divide to Trail #330 at Bison Mountain, approximately 22 miles.

Then southwesterly on Trails #330 and 119 to Trail #65, then northwesterly to Trail #147 at Electric Peak, then southwesterly on Trail #147 and Roads #5158 and 1516 to Champion Pass, then southerly on Roads #8496 and 674, easterly on Trail #150, southeasterly on Roads #78598, 5094, 9485 and 442 to Interstate Highway 15 approximately 35 miles.

From Interstate Highway 15, easterly on Road #78154 and Trail #148 to Trail #92, then southerly to Road #8695 and southerly on Roads #8695 and 222 to Interstate Highway 90 at Homestake Pass approximately 23 miles.

From Homestake Pass southerly along the Divide on Trail #202 to Pipestone Pass, then southerly on Trail #202 and Roads #8492 and 668 at Coyote Hill, then westerly on Road #668 and northerly on Road #8520 to Interstate Highway 15 at Feely approximately 24 miles.

From Feely northwesterly on Road #96, Trail #125, Roads #78102, 8505, 78096 and Trail #145 to Trail #94 at Burnt Mountain, then westerly on Trail #94 and Road #70669 (old Trail #142) to Road #83, the westerly on Road #83 (old Trail #142) to Road #7457, then westerly on Road #7457 to the Hungry Hill Mine, then southerly on American Creek Road to Montana State Highway 274 approximately 27 miles. From Highway 274 north and northwesterly on the Mule Ranch access road and an old wagon road east of the Mule Ranch to Road #2483, then westerly on Road #2483 to the Seven Mile Ridge Road, then southwesterly on the Seven Mile Ridge Road to Deep Creek crossing 1/2 mile south of the Home Ranch, then westerly 1/4 mile to the Rousch Ranch access road, then southerly to Road #934, then westerly and northwesterly on Road #934 to the trailhead north of Lower Seymour Lake, then northwesterly on Trail #131 to Trail #9.1 to Cutaway Pass, Warren Lake, Johnson Lake and Pintler Pass approximately 29 miles. From Pintler Pass,

*southwesterly on Trail #9.1 to Elk Park and the junction with Trail #313 approximately 4 miles.*

westerly on Trail #9.1 to Trail #734, then westerly on Trail #734 to Oreamnos Lake and to the junction with Trails #9.11 and 313 approximately 3 miles.

Then southwesterly on Trail #9.11 to Roads #1137 and 725 at Schultz Saddle, then southwesterly on Road #725 and Trail #9.12 to the junction with Trail #9.3 approximately 25 miles. Then

*southwesterly on Trail #9.3 and Roads #106A, 7373, 1260 and 7375 to Montana State Highway 43 at Chief Joseph Pass approximately 11 miles.*

northerly, southwesterly and southerly along the Divide on Trail #9.12 and Road 7375 to Montana State Highway 43 at Chief Joseph Pass approximately 14 miles.

From Chief Joseph Pass southeasterly on Road #081 to Anderson Mountain and Trail #106 to Big Hole Pass approximately 16 miles.

From Big Hole Pass southerly on Trail #106, Road #254 and Trail #129 to Big Lake Creek Trail #467 approximately 12 miles. Then

*easterly on Trail #467 to Twin Lakes and Road #183 to the junction with Trail #36, then southerly to Road #625, then southwesterly on Trail #87 to Trail #9.14 at Little Lake approximately 19 miles.*

southerly on Trails #9.13 and 196 to Trail #9.14 near Ajax Lake, and then southerly along Trail #9.14 to Little Lake approximately 12 miles. Then southeasterly on Trails #9.14, 54 and 203 to Berry Creek Trail #468 approximately 12 miles. Then

*easterly on Trail #468, southerly on Trail #36 and southwesterly on Trail #113 to Jahnke Lake approximately 15 miles.*

southerly on Trail #480 to Jahnke Lake approximately 7 miles. Then southeasterly on Trails #52 and 111 on the Divide to Lemhi Pass approximately 23 miles.

From Lemhi Pass southwesterly and then southeasterly along the Divide on Road #3039 and Trail #195 to Bannock Pass approximately 25 miles. Then southeasterly along the Divide on Trail #243, Roads #177 and 3917 and Trail #9.15 to Morrison Lake approximately 23 miles. Then southeasterly on Road #3924 to Tex Creek and Road #70116, then southwesterly to the head of Tex Creek, southeasterly on Trail #9.17 to Rock Creek, Road #8272 to Harkness Lake, and Trail #9.18 to Road #70088, then northeasterly on Road #70088 to Road #3928, southeasterly to Trail #9.19, southeasterly on Trail #9.19 to Tendoy Lake Creek and Trail #148, northeasterly on Trail #148 to Road #657 at Nicholia Creek, southeasterly along Road #657 and Trail #91 to Trail #9.2, northeasterly on Trail #9.2 to Road #3927, southeasterly on Road #3927 to the Divide and northeasterly to Medicine Lodge Pass approximately 28 miles.

Then northeasterly from Medicine Lodge Pass along the Divide on Road #8265, Trail #9.21 and Roads #8263 and 8264 to Trail #9.22, easterly on Trail #9.22 and Road #8264 past Buffalo Spring to the divide between Middle Fork Little Sheep Creek and Sawmill Creek north of Red Conglomerate Peaks, then northeasterly on Road #70082 to Sawmill Creek trailhead, southeasterly on Road #70112, Trail #9.23 and Road #70112 to Shineburger Creek, southerly on Trail #9.24 to the Divide, southeasterly on Trail #9.24 to the head of Big Beaver Creek, northeasterly along the Divide to Road #005, northeasterly on Road #005 to Interstate Highway 15 approximately 42 miles.

Then southeasterly on the frontage road to Long Creek Road #020, then easterly on #020 to the Divide, then easterly on Trails #004 to the junction with Trail #011 approximately 22 miles. Then

*southerly on #011 to Trail Creek trailhead, then southerly on Road #029 to Road #026, then southeasterly on #026 to Road #027 and northerly to Trail #171, then northeasterly on #171 to the Divide approximately 10 miles.*

southeasterly on Trail #011 and 039 to Aldous Lake, and to the junction with Trail #171 approximately 6 miles.

Then easterly on Trail #171 to Blair Lake approximately 14 miles. Then northeasterly on the ridge west of Hellroaring Creek to Centennial Valley Road, then easterly on the Centennial Valley Road to Redrock Pass approximately 4 miles.

From Red Rock Pass northeasterly on Road #056

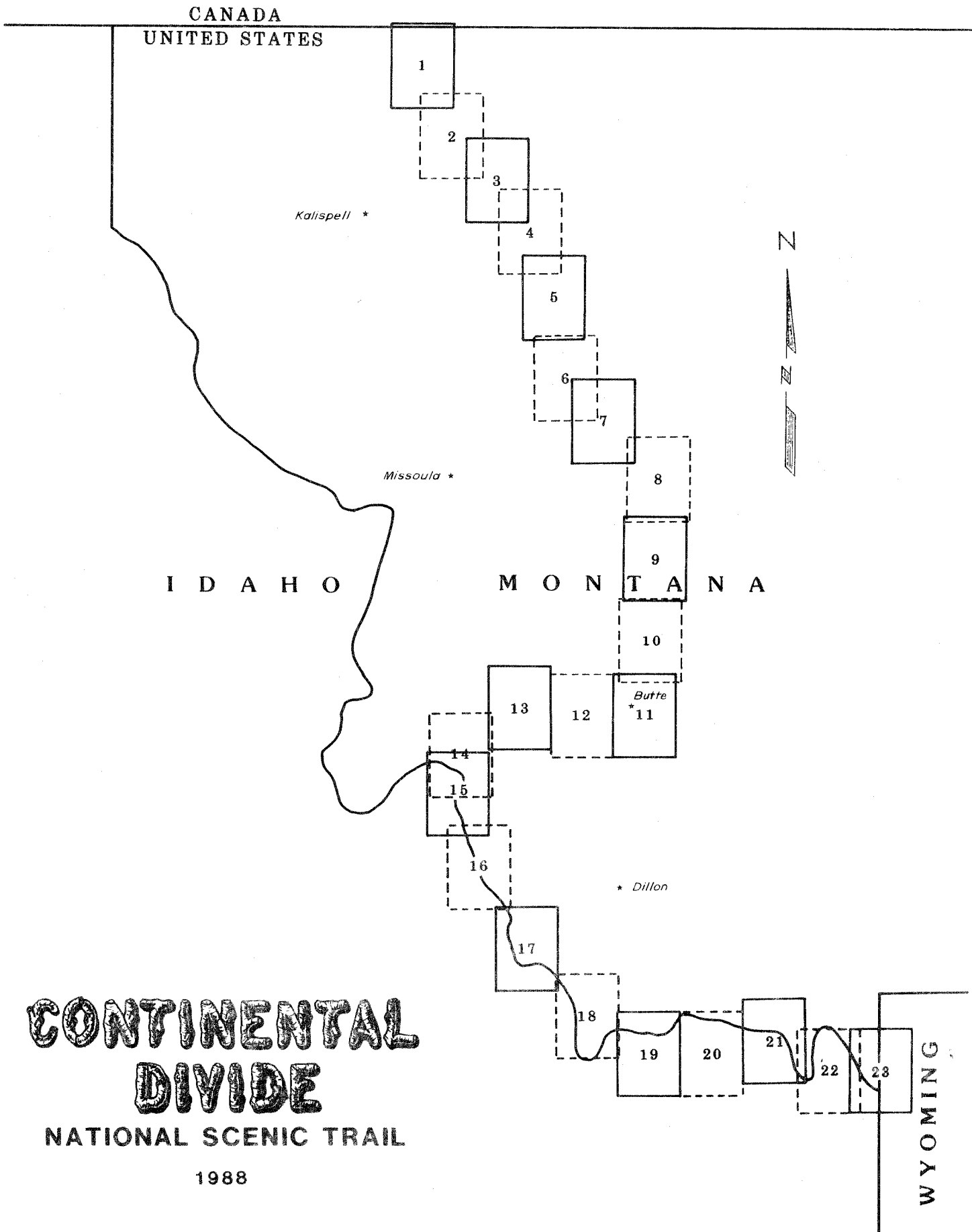
*to Montana State Highway 87 one mile south of Reynolds Pass approximately 10 miles.*

and Trail #9 to Montana State Highway 87 one mile north of Reynolds Pass approximately 12 miles.

Then northerly on Highway 87 to Mile Creek Road #6904, then east and southeast on Road #6904 and Trail #214 to the Divide at Targhee Peak, then northeasterly on Trails #027 and 217 and southeasterly on Trail #114 to U.S. Highway 20 one mile northeast of Targhee Pass, approximately 17 miles.

Then southeasterly on Roads #1720 and 1703, Trail #160 and Road #1727 to Reas Pass, then southwesterly on Railroad Right-of-Way Trail and southeasterly on Roads #066, 078 and the Parkline Trail to the terminus of this segment of the CDNST at Yellowstone National Park's Summit Lake Trail approximately 33 miles.

# MAP PANEL LAYOUT



## CONTINENTAL DIVIDE

NATIONAL SCENIC TRAIL

1988

WYOMING