

## Changes to the 2015 MVUM from the 2014 MVUM

Coconino National Forest • 4/6/2015

Changes made to the 2015 MVUM listed below are corrections to the map that do not result in impacts beyond those discussed in the 2011 Coconino National Forest Travel Management Final Environmental Impact Statement. These changes are to fix errors or minor issues on the map that were identified from public comments or staff input. These changes are often limited to less than a mile of road and overall do not increase or decrease the net designated route system more than one percent of the system's extent. More substantial changes to the route designations have been identified from public comments. More substantial changes that go beyond corrections to route designation will be assessed through the National Environmental Policy Act (NEPA) Planning process.

Route number	Comment	District	Response to Comment	Change to MVUM
75	There is a 0.15 mile section of this road that connects two designated roads - 75B and 9019B.	Flagstaff	A field review in 2014 showed that this connection provides a go around to 9019B. The currently designated 9019B is very steep and very rocky, but necessary for the transmission line right-of-way. Adding this designation to the 0.15 miles of FR75 would provide connectivity and more accurately depict the actual use in this area (no one actually drives the 9019B here because it is so steep and rocky). It appears the original designation was meant to connect 75B and 9019B, but a very small section of 75 was left out.	Add designation for all vehicles, year-long to these 0.15 miles of road to connect 75B and 9019B.

82	Wans this designated as "all vehicles" so he can get from one place to another with his family while riding around in ATVs	Mogollon Rim	The road is graveled between 211 and long lake. People can drive here up to 40 mph. Not safe for children. Between 69B and 9719P (a 3-mile section) the road is very rough and very slow-going and is maintained as a road for high-clearance vehicles only and thus more appropriate as all-vehicles designation.	Change designation from "highway-legal vehicles only" to 'all vehicles' from intersection with 69B to 9719.
417	Access to Cedar Tank/Babbitt Ranch from Hwy. 180) - consider changing to Highway Legal Vehicle designation to private land boundary.	Flagstaff	Road is a very wide, graveled road where vehicles can drive at high speeds. Not safe for mixed motor vehicle traffic (e.g. children on OHVs and trucks) Road only goes to private and really does not receive regular recreational use.	Change designation from 'all vehicles' to 'highway legal only' for safety.
513	On Forest Road 513 off the 95 road, the new map puts the camping corridor in a meadow (Moqui Draw) that we have always tried to protect before.	Mogollon Rim	The annotation was changed in 2014 (see comment by Helen Roe). This was a misinterpretation of previous comments which resulted in changes to the 2014 MVUM.	The one-sided 300-foot motorized camping corridor should be changed to be shown on the east side of the road outside of Moqui Draw.
944	I just noticed this. The 944 runs down a drainage and is pretty much non-existent on the ground between 9370M and 944B. Also looks like at some point, an attempt was made to	Mogollon Rim	This appears to be a data error as the 944B has been managed as the main access and the section of the 944 has been effectively blocked to motor vehicle use. Correcting the map to reflect the actual route system on the ground will reduce potential water quality impacts that could result from those who may try to access the blocked/impassible section of 944 with a motor vehicle in a drainage.	Replace designated section of 944 between 9370M and 944B with 944B.

	<p>physically close it along that section. This area is in the Jacks Buck 4FRI Task Order and we will be using the 944B to haul timber around that impassable section of 944. My suggestion is to close the bad section of 944 and show the 944B open to complete the loop.</p>			
<b>519C/9228G</b>	<p>FR 519C/9228G should 1 road (519C) or, due to horrible driving conditions (very rocky) it should be removed from map altogether</p>	Flagstaff	<p>The portion of 519C south of intersection with 9228G was surveyed by M Dechter on 8/14/2014 and it is un-drivable and blocked by boulders.</p>	<p>Remove designation of 519C south of intersection with 9228G because it is not drivable.</p>
<b>9004K</b>	<p>The south end of 9004K is effectively closed by a berm on the north side of 245.</p>	Flagstaff	<p>This was field checked on 4/17/2014. It appears there is a berm blocking access to the main route of 9004K at 245, but there is also a go-around road so, this is still accessible. While doing the survey, however, based on the field survey it was found that 9004K actually does not connect to Hwy 180 and is blocked by a fence, and thus not actually drivable as shown on the MVUM map. This is an error that should be fixed.</p>	<p>The 0.25 miles where 9004K connects to Hwy 180 should be removed from designation because it does not exist on the ground.</p>

<p><b>9019B</b></p>	<p>The NE portion of this road seems to end in the middle of nowhere and not clear why. Would suggest ending this road at intersection with 75B.</p>	<p>Flagstaff</p>	<p>Aerial photos appear this road keeps going, but a field check by AZGFD and CNF employees on 4/9/2014 found that the designation stops at a natural topographical breaking point. The designation stops on a hill where there is a rocky outcrop. It appears that some trucks have been establishing a short route to connect the road over the top of this outcrop. It is generally inaccessible to the large majority of vehicles except lifted 4x4s. Also, there is no good turn-around area here, so it is important for people to realize that the road ends instead of showing it going through here and connecting.</p>	<p>No change</p>
<p><b>9128M</b></p>	<p>Designate the far western portion of 9128M to provide connectivity between 244 and 9140H. These roads connect on-the-ground, but not on the MVUM. This route appears to be used regularly for access to a power line and provides access to several established car camping sites.</p>	<p>Flagstaff</p>	<p>The 9128M road is a 1.34 mile long road that crosses the 345kV Western Area Power Admin power line. It is identified as 'decommissioned' in the Coconino roads database, even though the west portion of the road is a very good road that provides connectivity between other Forest Service roads. This road was not designated in the 2011 TMR EIS decision because the road was incorrectly identified as 'decommissioned' and a comment was received from AZGFD saying this road should be closed to reduce wildlife disturbance by ATVs. This comment would be relevant to the east side of the road where it is east of the Western power line and provides access to the area between Haywire Crater and the Strawberry Crater Wilderness. The western 0.25 miles is an important connector between 244 and 9140H and is used to access a power line. The route was surveyed 3/5/2014, is wide open, provides access to several campsites, and is on cinders with no other ground cover. Would not result in wildlife or water quality impacts and is used regularly anyway for power line access. Adding designation of the west side</p>	<p>Add designation to 0.25 miles between 244 and 9140H for 'all vehicles', year-long.</p>

			of the 9128M would correct errors based on the initial designation as decommissioned and misinterpretation of AZGFD comments.	
<b>9128R</b>	This road is designated as "all vehicles", but is only accessible via a County Rd, which is highway legal and thus should be designated as highway legal only.	Flagstaff	Goes to existing parking area for Logan's crossing, not appropriate for OHV recreation but can be used for highway legal vehicles only. Also, since only accessible via a highway legal only County Road, it doesn't make sense to have this as "all vehicles."	Change designation from "all vehicles" to "Hwy legal vehicles only"

<b>9158D</b>	This road doesn't exist on the ground, I have private property right next to this area and the road as shown on the MVUM just doesn't exist.	Flagstaff	There doesn't appear to be any road here on the aerial photos. There is a road 0.2 miles to the west, but unlike 9158D which connects to nothing, the road to the west is shown connecting to a designated power line road.	Remove designation of this road since it doesn't exist on the ground.
<b>9229U</b>	The entrance to this road doesn't exist... it is completely grown over and there is no road sign.	Flagstaff	The 9229U as shown doesn't exist on the ground and is also partially within the West Wing Northern goshawk PFA. 9229V is located 0.2 miles to the east and is the same length and should be designated instead.	Remove designation of 9229U, and replace by designating 9229V.
<b>9243N</b>	The east side of this road does not connect to 260 as shown on the map. The far east side of the road doesn't even exist anymore.	Red Rock	It appears the road goes straight south to connect to 260. This was field checked on 1/3/2014 by T. Papa. The road is a viable road, but is not currently shown on the roads database. There are no resource concerns with this realignment.	Realign 9243N by replacing non-existent portion with portion that goes straight south connecting to 260.
<b>9391C</b>	The 9391C road is designated for "all vehicles" on the MVUM, but portions of it are unpassable by vehicle. The actual road use here is 9352L, which provides the same connectivity, but is slightly shorter in length. The 9352L should be	Mogollon Rim	This was based on 2013 road surveys from the Mahan project. Changing the designation from 9391C to 9352L would result in a net decrease in 0.5 miles of road and would more accurately reflect what is drivable on the ground.	Replace designation of 9391C with 9352L because 9391C is not drivable and this would maintain connectivity.

	designated and the portion of 9391C north of 9352L should be changed to "decommissioned"			
<b>9484E</b>	This road is only accessible by roads with a seasonal designation, but shows as being designated for year round. This doesn't make sense.	Flagstaff	The entrance of this road is in the pronghorn seasonal closure area and it is only accessible by driving on roads with these seasonal restrictions.	Add seasonal designation to be consistent with adjacent routes.
<b>9013S</b>	The Secret Canyon Trail can be accessed from trailheads from the north and south and neither of these trailheads is currently accessible by designated roads (even though they have parking areas)	Flagstaff	This is an oversight each end needs designation of very short spur roads to provide designated motor vehicle access to the actual trailhead and parking lots.	Designate 9013S on the north end and the unidentified non-system road (0.028 miles) on the south end to allow motorized access to the parking areas at the system trailheads.
<b>525</b>	FR 525 which leads to Honanki ruins is shown as passing through the Hancock ranch instead of skirting it.	Red Rock	This is a correction to show the actual alignment of the road.	Change alignment to show actual 525 alignment.

<b>253</b>	The 300-foot corridor is useless on the north part of this road.	Flagstaff	Route survey conducted 10/6/2014. Road is extremely rough starting from freeway at entrance. No need to designate for street legal and speed is limited by roughness of road and ATVs are fit for travel. Also the 300-foot motorized camping corridor is not viable anywhere on the road except where the 300-foot distance overlaps non-designated roads. Is more accurate and less motorized impact to just designate the road spurs instead of the corridor.	Removal of 300-foot motorized camping corridor from portions of 253 south of 253A and designate portions of roads that overlap with this corridor - 9458H, unidentified, 9487W, and 9453G.  Change road designation on 253 from "Highway-legal only" to "all vehicles" because keeping as highway legal has the potential to mislead people that a passenger car can be driven on it.
<b>235A</b>	The 300-foot corridor is useless on the north part of this road.	Flagstaff	Route surveyed 10/6/2014. Not one observed place where one can drive off the road to camp in this segment of 253A due to extremely rocky terrain and slopes.	Remove 300-foot motorized camping corridor north of intersection with 9457.
<b>9457</b>	FR 9457 (W of I-17 near Newman Park Exit) actually ends about 1000 feet short of what the travel aid indicates. There is a small spur that goes about 600 feet north of the actual road end, but I'm not sure if that is actually part of FR 9457	Flagstaff	This is a correction to show the actual alignment of the road. Road was field checked on 10/6/2014 by M. Dechter and alignment was GPSd.	Change alignment to show actual 9457 alignment.

<b>9014L</b>	The map shows 9014L inaccurately ending in the middle of the section, when it in fact ends on the east end of that section (Ft. Tuthill Boundary)	Flagstaff	This is actually a county road that occurs within Ft. Tuthill - the FS has no jurisdiction to designate or not designate this road. It is not shown on the map because it is gated and locked at both ends (verified on 10/17/2014), the south end by the Flagstaff Archers gate.	No change.
<b>9025R</b>	Southwest of A1 Mtn, FR 9025R is shown ending in the middle of nowhere - when in fact it continues another half mile east to 518. To eliminate confusion on the map, suggest deleting the redundant label for FR9228Q (already labeled south of I-40) and show the full extent of 9025R.	Flagstaff	It's not clear why 9025R does not show as connecting through and the current designation seems to stop just short of 518. There are no resource concerns in this area. Would make sense to designate this short section of 9025R to make the area more clearly accessible.	Designate portion of 9025R to connect to 518

<p><b>390</b></p>	<p>FR390 here is a multiple powerline road and there is a barricade blocking the route where it connects to Gateway Tr (paved street). The map should be corrected if there is no public access allowed here.</p>	<p>Flagstaff</p>	<p>Field checked 10/9/2014. The east side of 390 where it connects to gateway trail is located on lands owned by the State. The actual alignment shown on the map is no longer accessible by vehicle. The actual road is slightly to the north under a powerline. There is no reserved public easement for access on this road where it is on State lands.</p>	<p>Remove designation of 390 east of its intersection with 9113B</p>
<p><b>9476L</b></p>	<p>I came upon a road that was marked correctly on the ground (I assume), but not indicated on the TMR (iPhone) map. The road not on the TMR map was 9476L, which is a connection between 9485 and 128E.</p> <p>As it is right now, people think the one road they are supposed to be on to get from 9486 to 9485 is just 128E. Then when you come upon the carsonite sign of 9476L, you're</p>	<p>Flagstaff</p>	<p>Our data actually shows two parallel very short roads in this area. This is an error. The road should be marked as 9467L on the map and not 128E. The alignment is also slightly off and will be fixed.</p>	<p>Change designation from 128E to 9467L and show correct alignment.</p>

	greatly confused since it doesn't show it on the map.			
<b>9557</b>	This road was blocked by boulders long ago and is presently used as a hiking trail. Should be a decommissioned road.	Red Rock	Road is not drivable and blocked to motor vehicles by boulders.	Remove designation.
<b>9546</b>	Add designation to 600 feet of FR 9546.	Red Rock	This is a popular car camping area along the road that has been managed for this purpose with signage, etc. for some years, was an oversight not to include this pull-out on the map.	Add designation to this short spur to accommodate the long time ongoing use and management here.
<b>9241V / 9241T</b>	At the intersection of 9241V and 9241T, 9241V is completely gone west of this intersection and does not curve northwest and connect with 9236N. The only way to connect back to 9236N is by taking the "admin road" 9241T.	Red Rock	This is an error since portions of the designated roads do not exist and a nearby un-designated road does exist and provides connectivity.	Replace designation of 9241V west of the 9241V and 9241T intersection and replace by designating 9241T to connect with 9236N
<b>9241Y</b>	This route no longer exists... it is completely grown over.	Red Rock	Remove designation of 9241Y between 9241V and 9236J because there is no discernable road.	Remove designation of 9241Y between 9241V and 9236J to improve accuracy of MVUM.

<b>700H</b>	Where the 700H intersects with 700, the Forest Service road data shows the wrong alignment. The actual alignment includes approximately 100-feet of the "decommissioned" 6227 road, which is the actual alignment of the 700H.	Flagstaff	The current alignment of 700H actually goes cross-country. The actual alignment is on top of the 6227 road.	Show correct alignment of 700H where it intersects with 700.
<b>9003Q</b>	A portion of the 9003Q road where it connects to the intersection of 9002Q and 416A is not designated. It is the main way to get to the 9003Q road and because it is a 3-way intersection here, it is very confusing and this road gets most of the traffic.	Flagstaff	Add the western end of the 9003Q as all vehicles so that forest users don't have to drive all the way around to continue on the 9003Q road. The 9003Q road is the clearest and direct access, it is not clear from the map how to get through to the 9003Q without this section of the road being designated.	Designate the western 0.3 miles as "all vehicles" to allow direct access to the route as signed on the ground.
<b>9032M and 9726S</b>	The very short road to Horse Crossing Trailhead (a system hiking trail) is not shown on the MVUM	Mogollon Rim	The short spur road that goes from FR 137 to the trailhead is not designated. This is an error since	Designate portion of 9726S and 9032M as "all vehicles" to provide access to Horse crossing trailhead.

<b>9723S</b>	This is the very short spur road that goes to the Kinder trailhead, and is not on the MVUM	Mogollon Rim	The Kinder trail is a system hiking trail. The roads database did not include an incorrect alignment for the road that goes to this system hiking trail. The actual road was GPS'd so it could be added to the MVUM.	Designate the short spur road 9723S as "all vehicles" to provide access to Kinder trailhead.
<b>9122J</b>	The road that goes to the campsites associated with the Weatherford trailhead are not shown on the MVUM.	Flagstaff	There are three established campsites along 9122J off the main 420 road with improvements associated with the Weatherford trail. These campsites are sometimes used for volunteer groups that help with trail work, etc. and are well established.	Designate as 'all vehicles' the first 600 feet of the west end 9122J from FR 420 to just before it connects with FR743.
<b>510C</b>	This road stops about 0.1 miles short of the private land boundary.	Flagstaff	Clearly an error caused by the development of the geospatial roads database. The road was meant to tie into the private land boundary, but at the time the database was developed it did not, probably because the tools at the time were much less able to map at this scale.	Designate road to the private land boundary.
<b>9616J</b>	Short spur that leads to well established campsite. Was originally thought to be on the 321C alignment – not clear if this was part of designated 321C route.	Mogollon Rim	Occurs along a bend in 321C, which provides access to one motorized campsite. Since the alignment of the road at this point was not clear, it was not clear if this motorized campsite slightly off the current alignment was designated or not. In 2014 this bend in the road was blocked with log pole fencing except for access to this single motorized campsite, which is already well established.	Designate very short spur as "all vehicles" to facilitate motorized access to this single campsite.
<b>171E</b>	The Coc 171E is designated to the shared Coconino/Kaibab boundary, but is not shown as designated on the Kaibab side (where it is Forest	Flagstaff	Located in the Walker Hill Northern goshawk nest stand. Road gets little use and is not shown as designated on the Kaibab side.	Remove designation of road east of intersection with 9004N.

	Road 145)			
<b>9003P / 9004P / 9005P / Kaibab FR 146V</b>	On the August 2013 version of the Williams MVUM it connects all the way to the Coc boundary. On the Coc side there is no connecting route.	Flagstaff	Kaibab 146V connects to COC 9003P and 9004P which is a powerline corridor and also accesses a private land parcel with a church camp. Currently, 9005P is shown as designated to provide access for the private parcel, but this route is actually not the one being used. The 9003P and 9004P roads receive regular use for access for these purposes and have no resource concerns. It is an error that the routes used for admin access aren't shown on the system as designated, whereas the 9005P is shown as designated, but is not used for access. This is evidenced by the line work (spatial data) for many of these roads being completely incorrect or missing.	Designate the following routes 'all vehicles' to show connectivity with the Kaibab FR 146: 0.37 miles of 9003P, 1.3 miles of 9004P Remove 0.5 miles of 9005P.
<b>9007E</b>	FR 743 on the Kaibab does not connect to any route on the Coconino side.	Flagstaff	This was an oversight because the data originally showed Kaibab 743 meeting up with Coc 191. New information shows this road meets up with 9007E. There are no resource concerns with adding designation of this route.	Add designation of 0.65 miles of 9007E as all vehicles to be consistent with the Kaibab NF MVUM.
<b>812</b>	FR 812 goes to the Coconino NF boundary, but there is no corresponding road on the Kaibab side.	Flagstaff	COC 812 gets regularly used past Antelope Hill and meets KAIB 793 on private land. There are some major wet spots with possible resource damage on the Kaibab side. The only comments received on the Coc side are with regard to RV camping on 812 near the 171 intersection. This is already covered by the 300-foot camping corridor.	Remove 812 from designation to be consistent with the Kaibab NF.

<b>Changes to marginalia language regarding game retrieval</b>	There is a need to inform hunters that some areas in game management units that allow MBGR for elk are under closure order and cannot be driven in for elk retrieval	Flagstaff	We modified the language in this section of the map to point to a website that specifically shows all of the areas open for elk retrieval, accounting for closure areas. Also we discussed including handouts with information about closure areas during hunting season.
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