

APPENDIX C – Hermosa Recreation and Travel Management Project

The following appendix combines and summarizes decision points from the chosen alternative in the *Hermosa Creek Watershed Management Plan EA* with decision points resulting from the *Hermosa Creek Watershed Recreation and Travel Management Project Decision Notice*. Please refer to these two documents for more details, rationale, references, or if there is uncertainty, as they take precedence over this appendix.

The Hermosa Creek Watershed Recreation and Travel Management Project decision established regulations to manage transportation within the Hermosa Creek watershed in accordance with the requirements of the Travel Management Rule (36 CFR 212), Executive Orders 11644 and 11989, and the Hermosa Creek Watershed Protection legislation (*P.L. 113-291*). The decision designated a system of roads, trails, and areas by vehicle class and time of year, including both over-ground and over-snow designations and designated allowable uses on trails (36 CFR 212 Subparts B and C). The decision also identified the minimum road system needed for safe and efficient travel, and for administration, utilization, and protection of Forest Service (FS) lands, and designated the administrative maintenance levels of those roads (36 CFR 212 Subpart A), and designated where off-road motorized and mechanized travel for dispersed camping and day-use parking is allowed. The decision also resulted in the revision of the Motor Vehicle Use Map (MVUM) (36 CFR 212.56) that displays the designated system of roads and trails for over-ground motorized travel, and will result in the development of an Over-Snow Vehicle Use Map (OSVUM) (36 CFR 212.81c). Non-motorized trails are displayed on the Forest Visitor Use Map or other FS-generated maps. A long-term plan for developed recreation sites within the watershed was also included.

The recreation and travel management decision covered travel regulations on Forest land within the Hermosa Creek watershed boundary, and additionally, it also covered some roads, trails and areas slightly beyond the watershed boundary because of their connectedness to the roads and trails within the watershed. Roads and trails that are accessible only by traveling through the watershed, or that cross back and forth across the watershed boundary, or over-snow areas that are accessed primarily only through the watershed were included. For example, the Elbert Creek Road 581, the Cascade Divide Road 579, the Hermosa Park Road 578 connecting to Highway 550, the Elbert Creek Trail west of the Elbert Creek Road 581, and the Colorado Trail where it parallels the watershed boundary were included in this decision. Conversely, some roads and trails that connect to the transportation system in the watershed were *not* included in this decision because they can be accessed from outside the watershed. For example, the Graysill Trail, the Elbert Creek Trail east of the Elbert Creek Road, the Goulding Trail, and the Mitchell Lakes Road.

Some key points of law, regulation and policy to keep in mind are:

- All motorized and mechanized travel within the watershed is restricted to designated roads, trails, and areas, year-round. **This includes bicycles**, which is a type of restriction not previously found on the SJNF, but is required by the Hermosa Creek Watershed Protection legislation (referred to as “the legislation”) within the Special Management Area.

- All designated roads, trails, and areas are also open for non-motorized and non-mechanized types of travel, year-round.
- Cross-country travel (outside of a designated route or area) is therefore only allowed for non-motorized and non-mechanized types of travel (e.g. foot, horse, ski, and snowshoe).
- All motorized and mechanized transportation is prohibited in the wilderness (*PL 88-577*); this includes, but is not limited to, motorcycles, OHVs, Segways, bicycles, unicycles, and game carts.
- Airspace is regulated by the Federal Aviation Administration, however use of the ground surface for operation of aircraft is within the jurisdiction of the FS. Manned or unmanned aircraft including, but not limited to, hang gliders, paragliders, hovercraft, airplanes, helicopters, and drones may not take off from, or land within wilderness. Additionally, unmanned aerial systems (drones) must be operated from outside the boundary of wilderness and must remain in sight of the operator (*USDA 2016*).
- Travel Management designations apply to the general public only. Exceptions can be allowed for such activities as those authorized under permit, administrative use, and emergency access (*36 CFR 212.51, 212.81*). Exceptions may also be allowed for private land access.
- Travel Management regulations within the boundaries of the Purgatory Ski Area are also affected by the terms of the ski area permit, associated Operating Plan, FS ski area management policy (*FSM 2300*), and Forest Closure Orders. Private land at the base area adjacent to the forest also affects how the public can access the FS permit area. Motorized over-snow travel by the public within the ski area permit boundary is generally not allowed except on specifically designated routes. Over-ground travel by the public within the ski area permit boundary is regulated through the ski area permit and may be different than the surrounding forest lands.

Definitions:

- *Mechanized vehicle/transportation* is defined as any contrivance for moving people or material in or over land, water, or air, having moving parts, that provides a mechanical advantage to the user, and that is powered by a living or nonliving power source. This includes, but is not limited to, sailboats, hang gliders, parachutes, bicycles, game carriers, carts, and wagons. It does not include wheelchairs when used as necessary medical appliances. It also does not include skis, snowshoes, rafts, canoes, sleds, travois, or similar primitive devices without moving parts (*FSM 2320.5(3)*).
- *Motorized vehicle/transportation* is defined as any vehicle which is self-propelled, other than: (1) a vehicle operated on rails; or (2) wheelchair or mobility devices. E-bikes (electric bikes) are therefore considered motorized vehicles, and are therefore subject to regulation under the Travel Rule. (*36CFR212*).
- *Over-ground vehicle* is defined for the purposes of this analysis and decision as wheeled motorized or wheeled mechanized vehicles (no tracks).
- *Over-snow motorized vehicle* is a motorized vehicle designed for use over-snow and that runs on a track, or track with ski(s) (*36CFR212.1*).
- *OHV (Off-Highway Vehicle)* is a motorized vehicle that is designed for, or capable of, cross-country travel on or immediately over land, water, sand, snow, ice, marsh,

swampland, or other natural terrain (*36CFR212.1*), including ATVs (all-terrain vehicles), UTVs (utility task vehicles), dirt bikes, e-bikes, and motorcycles.

- *OHV Trail <50"* is, for the purposes of this analysis and decision, an authorized trail allowing wheeled vehicles 50" in width or less, unless otherwise noted (abbreviated as '<50" wide' in this document). The MVUM designation will be "Trails Open to Vehicles 50" or Less in Width."
- *OHV Trail <62"* is, for the purposes of this analysis and decision, an authorized trail allowing wheeled vehicles 62" in width or less, unless otherwise noted (abbreviated as '<62" wide' in this document). The MVUM designation will be "Special Designation."
- *Single Track Motorized Trail* refers to trails where authorized OHVs are limited to in-line 2-wheeled vehicles such as motorcycles or e-bikes. The MVUM designation will be "Trails Open to Motorcycles."
- *E-bike (Class 1 Pedal Assist)* is defined for the purposes of this analysis as an in-line 2-wheeled vehicle with fully operable pedals, an electric motor that produces less than one horsepower that is only activated through pedaling action, and motor-assistance disengages at speeds above 20 mph. E-bikes trails will be listed on the MVUM as a "Special Designation."

Roads, Over-Ground Travel

Each road is designated by vehicle class and season of use (*36 CFR 212 Subpart B*). **For designated road uses applicable to each individual road, see Figure C-1 and Table C-1.** These regulations apply to public use of over-ground vehicles on open FS system roads. Public motorized or mechanized use of closed system and unauthorized non-system roads, or cross-country over-ground travel, are not permitted in the watershed per the legislation. Over-snow use is discussed below.

Designated roads by motorized vehicle class and season of use will be displayed on a Motor Vehicle Use Map (MVUM) and uses the following terminology for roads in its legend:

- *Roads Open to Highway Legal Vehicles.* These roads are open to motor vehicles only of the type licensed under state law for general operation on all public roads within the state. These roads are also commonly referred to as "no mixed use." The MVUM designation will be "Roads Open to Highway-Legal Vehicles Only." Non-motorized vehicles, horse, and foot traffic are allowed as well.
- *Roads Open to All Vehicles.* These roads are open to all motor vehicles including full-sized vehicles, OHVs, motorcycles, and e-bikes. Non-motorized vehicles, horse, and foot traffic are allowed as well. This category is also commonly referred to as "mixed use" and includes most of the open roads in the watershed. The MVUM designation will be "Roads Open to All Motor Vehicles."
- *Special Vehicle Designation.* These roads are open to specific classes of motor vehicles designated specifically for a particular road, other than the two preceding general categories. The MVUM designation will be "Special Vehicle Designation."
- *Seasonal Designation.* A grey highlight symbol used in conjunction with other road symbols indicates that the road is open only during certain times of the year. Seasons of use in this Hermosa Plan apply to both motorized and mechanized vehicles, but not to horse and foot traffic.

- *Dispersed Camping.* A symbol of dots paralleling a designated road indicates that limited cross-country motor vehicle use within 300 feet of that road is permitted for dispersed camping. Rules for driving for dispersed camping in this Hermosa Plan apply to both motorized and mechanized vehicles, but not to horse and foot traffic.

Closed Maintenance Level 1 system roads will not display on the MVUM.

Seasonal Closures

The Travel Rule requires the publication of an MVUM which specifies not only the designated motor vehicle classes, but also the designated time of year that roads are open. For the Hermosa Plan, this includes the provision that **seasonal road closures apply to mechanized (bicycles) as well as motorized uses**, with the following exception: Lower Hermosa Road 576 remains open to mechanized use year-round to allow bike access to the Hermosa Creek Trail.

Mechanized and e-bike use of open FS roads within the ski area permit boundary will be seasonally managed under permit terms.

Refer to Table C-1 for seasonal closure dates by vehicle type by road segment.

Mixed Use Restriction

Most roads will appear on the MVUM as “Open to All Motor Vehicles,” which means mixed use is allowed. *Mixed use* refers to the operation of unlicensed, non-highway legal motorized vehicles (OHVs such as ATVs, UTVs, and unlicensed motorcycles) on Forest roads that are open to licensed highway legal vehicle use. Restriction of mixed uses applies to motorized vehicles only; bicycle, foot, and horse traffic is allowed on any open Forest road.

In the Hermosa project area, motorized mixed uses are prohibited on a segment of lower Road 578. However, the prohibition does not apply until either the OHV Bypass Trail or a staging area is built. Motorized mixed uses continue to be allowed during the interim timeframe, with interim safety mitigation measures applied.

Campsite Spurs

Management along Roads 579, 580, 581, and 550 follow the so-called “300 foot rule.” The “300 foot rule” means that driving a motorized or mechanized vehicle off-road up to 300 feet for the purposes of dispersed camping is allowed, as long as resource damage is not occurring.

The “300 foot rule” does *not* apply along the Hermosa Park Road 578 corridor, and instead, many of the existing user-made routes to traditional campsites are designated as system roads. The decision allows parking a motorized or mechanized vehicle within one vehicle length of designated routes and spurs along the 578 corridor.

Campsite spurs north of the creek at Road 577 are designated as open until a new campground is built in Hermosa Park, and then will be removed from the system.

Additionally, three camp spurs longer than 300 feet off the Elbert Creek Road 581, and one camp spur longer than 300 feet off of the Relay Road 580 are designated as roads. The decision allows parking a motorized or mechanized vehicle within one vehicle length of these spurs.

Creek Crossings

Currently there are two road low-water crossings, or fords, of creeks in the Hermosa Creek watershed. One is where Forest Road 577 crosses the East Fork of Hermosa Creek to reach the upper Hermosa trailhead, and the other is where Forest Road 578 crosses the main stem of

Hermosa Creek, about 1.5 miles north of the trailhead. The decision authorized installation of full-sized road crossing structures at both of these locations. The structures could be bridges, bottomless culverts, box culverts, or other types of structures that allow for fish passage.

Minimum Road System

The minimum road system is the system needed for safe and efficient travel and for administration, utilization, and protection of FS lands. The minimum road system resulted from the travel management decision, which was informed by a travel analysis which examined key issues related to the Forest transportation system as well as management options and priorities. Table C-1 displays the identified minimum road system and maintenance levels.

Trails, Over-Ground Travel

Each trail is designated by authorized vehicle type and season of use (*36 CFR 212 Subpart B*). **For designated trail uses applicable to each individual trail, see Figure C-1 and Table C-2.** The regulations apply to public use of over-ground vehicles on FS trails. Public motorized or mechanized use of unauthorized non-system trails, or cross-country over-ground travel, are not permitted in the watershed. Authorized OHVs must be wheeled and 50” wide or less for use on designated motorized trails, unless otherwise noted (such as for the OHV Bypass Trail). Over-snow use is discussed below.

Designated motorized trails, type of use, and season of use will be displayed on an MVUM and uses the following terminology for trails in its legend:

- *Trails open to Wheeled Vehicles 50” or Less in Width.* These trails are open to motor vehicles only of the type that are wheeled (no tracks) and less than 50 inches in width at the widest point on the vehicle. This includes e-bikes. These trails are often referred to as OHV trails or ATV trails. Non-motorized vehicles, horse, and foot traffic are allowed as well.
- *Trails open to Motorcycles Only.* These trails are open to motorized vehicles of the in-line, 2-wheeled type only. This includes motorcycles and e-bikes. These are also commonly referred to as single track motorized trails. Non-motorized vehicles, horse, and foot traffic are allowed as well.
- *Special Vehicle Designation.* These trails are open to specific classes of motor vehicles designated specifically for a particular trail, other than the two preceding general categories. For example:
 - Trails open to motorized use only by e-bikes.
 - Trails open to wheeled motor vehicles 62 inches or less in width.
- *Seasonal Designation.* A grey highlight symbol used in conjunction with other trail symbols indicates that the trail is open only during certain times of the year. Seasons of use in this Hermosa Plan apply to both motorized and mechanized vehicles, but not to horse and foot traffic.

Non-motorized trails will not display on the MVUM.

Seasonal Closures

Seasonal trail closures apply to mechanized as well as motorized uses, which includes bicycles, with the following exceptions: Hermosa Creek, Big Lick, and Elbert Creek Trails will remain open year-round to mechanized use. Where motorized use is allowed, seasonal

restrictions will still apply to motorized use. Additionally, the Colorado Trail does not have any seasonal closure dates.

Refer to Table C-2 for seasonal closure dates by vehicle type by trail segment.

Condition-based seasonal management will be an option for mechanized trail use in elk winter concentration areas. Seasonal closure for these trails will default to the dates that are displayed on Table C-2, but with the option for longer condition-based opening determined on a season-by-season basis. The exact criteria have yet to be determined, but will likely include factors such as snow depth, trail tread conditions, and big game utilization of the habitat. There will be a “core” closure with dates to be determined when we establish the criteria. Whether extension of the open dates will be allowed will be resolved in conjunction with CPW, agency specialists, and other community partners.

Year-round mechanized use on specific trails and conditions-based seasonal management are subject to compliance and cooperation by users. Mechanized users (who requested these two items) are partially responsible for providing information on trail conditions and trail use, and share responsibility for education, self-enforcement, and implementation of these items. If persistent long-term non-compliance occurs, or community cooperation is not provided to the extent that sustainable management can be implemented, then management will revert to fixed dates applied to mechanized travel.

Adding to or Subtracting from Trail System

The West Cross Trail is added to the FS system of trails and will be open to mechanized travel. The Cutthroat Trail is also added to the system and will be open to mechanized travel and motorized type Class 1 e-bike travel.

However, opening of Cutthroat Trail and West Cross Trail to public use will not occur until those trails meet satisfactory conditions, as determined by the District Ranger. This will include input and clearance work from specialists, and will include realignment of segments, installation of water control structures, and other tread work.

A segment of the Colorado Trail at Tin Can Basin may be re-routed so that the trail is segregated from motorized use of the East Fork Trail. The need for, and timing of implementation of this re-routed segment of the Colorado Trail depends on the outcome of a Dolores Ranger District travel management decision.

The Big Bend, South Fork, and Neglected Trails are removed from the FS system. Corresponding to the removal of the South Fork Trail from the system, the bridge over Hermosa Creek will also be removed.

An OHV Bypass Trail designated for mechanized and motorized vehicles 62” wide or less is authorized to be constructed and added to the FS system.

Purgatory Complex of Trails

The trails within the ski area permit boundary are to be maintained and managed under the terms of the ski area Special Use Permit, and need to coincide closely with ski area management year-round. The complex of trails on the backside of the ski area (trails within both the SMA and the ski area permit boundary) are considered “permitted” trails with uses designated through the permit, but are not part of the official FS system. This allows more flexibility for the ski area to determine seasonal management that fits with their master development plan, permit, and annual

operating plans. Therefore, no seasonal restrictions are imposed by this decision on those trails, and the specific arrangement of trails can be varied through approval under the permit. These trails are open to mechanized travel and motorized type Class 1 e-bike travel.

Over-Snow Travel

Over-snow motorized and over-snow mechanized travel is designated by *area* for the Hermosa Plan (36 CFR 212 Subpart C). Criteria that were used to determine over-snow travel areas include: big game winter concentration areas, access for non-motorized users that could lead to user-group conflicts, sufficient snow cover in most years, and historical use patterns including permitted commercial use. Boundary mapping was made to follow topographic features on the ground that are apparent in the wintertime, such as drainage bottoms or ridgelines. Smaller-scale topography within larger areas (slope, cliffs, etc.) was *not* used as a criterion because it is impossible to delineate or enforce on the ground. Recognition was given that vehicle technology is evolving and areas once considered inaccessible are becoming accessible. Over-snow use and grooming that are regulated under permit may have restrictions within a designated area.

Over-snow travel regulations apply to mechanized vehicles (bicycles) as well as snowmobiles, tracked OHVs, tracked motorcycles, and other motorized over-snow vehicles.

Over-snow travel is permitted in open areas any time there is adequate snow cover. Adequate snow cover means that unacceptable damage to underlying resources is not occurring.

There are three general areas that designated as open for over-snow travel: the Hermosa Park/Bolam Pass/Cascade Divide area, the Elbert Creek drainage, and the top of Junction Creek Road (Figure C-2).

Dispersed Camping

Dispersed Camping is camping anywhere outside of a developed campground. Dispersed camping regulations are related to, but different than, vehicle use regulations. Dispersed camping, by itself, is allowed anywhere within the watershed (exceptions noted below). However, driving a vehicle off-road to a dispersed campsite is regulated separately, as described below.

Vehicle use for dispersed camping is part of the regulations developed to comply with the Travel Management Rule (36 CFR 212 Subpart B). In some locations, the “300 foot rule” still applies, and in other locations, it is eliminated. Where eliminated, vehicle use for camping is restricted to one vehicle length from designated routes. In the Hermosa SMA, because motorized and mechanized vehicles are restricted to roads and trails by legislative requirement, **rules for vehicle use related to dispersed camping apply to bicycles as well as motorized vehicles.**

Driving a vehicle 300 feet off-road for dispersed camping is allowed along roads 579, 580, 581, and 550 if resource damage does not occur. There are also a few camp spurs along these roads that are longer than 300 feet that are designated so that traditionally used sites could be accessed by vehicle. This applies to both motorized and mechanized vehicles.

Along all trails and along the Hermosa Park Road 578 corridor from Highway 550 to the top of Bolam Pass at the watershed boundary (which is also the Columbine District and SMA boundary), dispersed camping is allowed anywhere, but the “300 foot rule” for driving vehicles is eliminated. Driving and parking motorized **and mechanized** vehicles is restricted to one vehicle length from that road and its spurs in this corridor (FSM 7710). This applies to both motorized and mechanized vehicles.

Dispersed camping along Road 577 will be prohibited when a new campground is built in Hermosa Park.

Dispersed camping is prohibited along Lower Hermosa Road 576. Camping in this area must be in the developed campground.

Developed Recreation Facilities

The trailhead at the upper end of the Hermosa Creek Trail is authorized to be rebuilt in its current location south of the creek. Additionally, a road bridge and a new developed fee campground south of the creek are authorized to be built. The exact layout has not yet been determined, but the trailhead and the campground will be separated. The dispersed camping that currently occurs north of the creek will be eliminated, but not until the campground is built.

Sig Creek campground will be decommissioned, but closure will not occur prior to the campground in Hermosa Park being built. The road and campsites within the Sig Creek Campground will remain open for dispersed camping.

A toilet will be provided in conjunction with the OHV staging area at the junction of the Elbert Creek road, if the staging area is built.

A lower parking area currently being built near the beginning of Road 578 will be used in conjunction with the authorized OHV Bypass Trail, when it is built. If the bypass is not built, the staging area at Elbert Creek is built, and mixed use restrictions on 578 are implemented, then the lower parking will be closed in the summer. The lower parking area will be open in the winter for over-snow vehicle staging.

Design Criteria

In response to public comments and internal staff concerns, design criteria were developed to ease some of the potential impacts of the actions. The design criteria are required.

- Authorized facilities, roads, and trail upgrades will not occur unless funding is secured for construction and long-term maintenance.
- New uses on existing trails, or adding new trails to the National Forest trail system, will not be implemented until those trails have received specific input from FS specialists and meet satisfactory standards.
- Sig Creek Campground and its toilet will not be decommissioned until the proposed new campground is built as a replacement.
- Parking a motorized or mechanized vehicle off of an open National Forest system road or trail *for any purpose* will be allowed within one vehicle length from the edge of the road *only when* such use does not create unsafe conditions and does not cause damage to resources and facilities (*FSM 7710*).
- Parking a motorized or mechanized vehicle off of certain designated roads *for the purposes of dispersed camping* will be allowed 300 feet from the centerline *only when* such use does not create unsafe conditions and does not cause damage to resources and facilities.
- Parking a motorized or mechanized vehicle off of designated trails *for any purpose* will be allowed within one vehicle length from the edge of the trail *only when* such use does not create unsafe conditions and does not cause resource damage to resources and facilities.
- Signing, closure, decommissioning, or rehabilitation of unauthorized routes will occur as funding allows, with the goal of having them in a vegetated state without erosion. The following locations have been identified as priorities:
 - Dispersed campsite spurs immediately adjacent to Hermosa Creek, along 578 between the trailhead and the low water crossing.
 - Camp spur which crosses the creek in T39N R10W Section 1.
 - Decommission 576A beyond Lower Hermosa Campground.
 - Remove the trail bridge at South Fork Trail.
 - Shorten end of 580G at Grassy Creek.
 - Cutting of switchbacks on Bolam Pass.
 - Informational and regulatory signing to accommodate forest users will be identified and implemented.
- Impacts to the fen at Tin Can Basin from the existing road will be mitigated; type of actions depend on which alternative is chosen under the decision delegated to Dolores Ranger District, but could include rock placement, bank stabilization, drainage structures altered, trail/road realignment, and use of heavy equipment.
- Mixed Use analysis was completed and mitigation will include:
 - “Share the Road” signs installed to alert drivers on Road 578 of the potential presence of OHVs operating on the roadway.
 - Delineators installed along fill slopes steeper than 1:1 and greater than 10 feet in height from the road shoulder to the toe of slope.
 - Brushing performed periodically to ensure adequate sight distance is maintained along both sides of the road.

- Mixed uses will not be prohibited on the segment of 578 until either an OHV bypass or staging area is built, with interim safety signing installed.
- Noxious weed treatments along roads and trails, at trailheads, campgrounds and dispersed campsites will be performed.
- Site-specific ground disturbing activities needed for implementation, but not specifically mentioned in the EA or not cleared as part of the analysis, may require additional cultural and/or threatened, endangered, and sensitive species clearances prior to implementation. These activities may also need 404 permits. Additional NEPA decisions are not anticipated to be necessary, but may be needed if final designs vary substantially from what was portrayed in the EA. This includes:
 - New campground/trailhead and bridge at Hermosa Park.
 - Bridge/fish passage structures.
 - Colorado Trail parallel realignment at Tin Can Basin Road 578B.
 - Cutthroat Trail (re)alignment.
 - West Cross Trail (re)alignment.
 - OHV bypass.
 - South Fork Trail bridge removal.
- Sign locations, brush removal for improved sight distance on roads, new gates, etc. authorized under this decision will not occur within any cultural site boundaries.
- Informational and regulatory signing to accommodate forest users will be identified and implemented.

FIGURE C-1. Over-Ground Roads and Trail Decisions

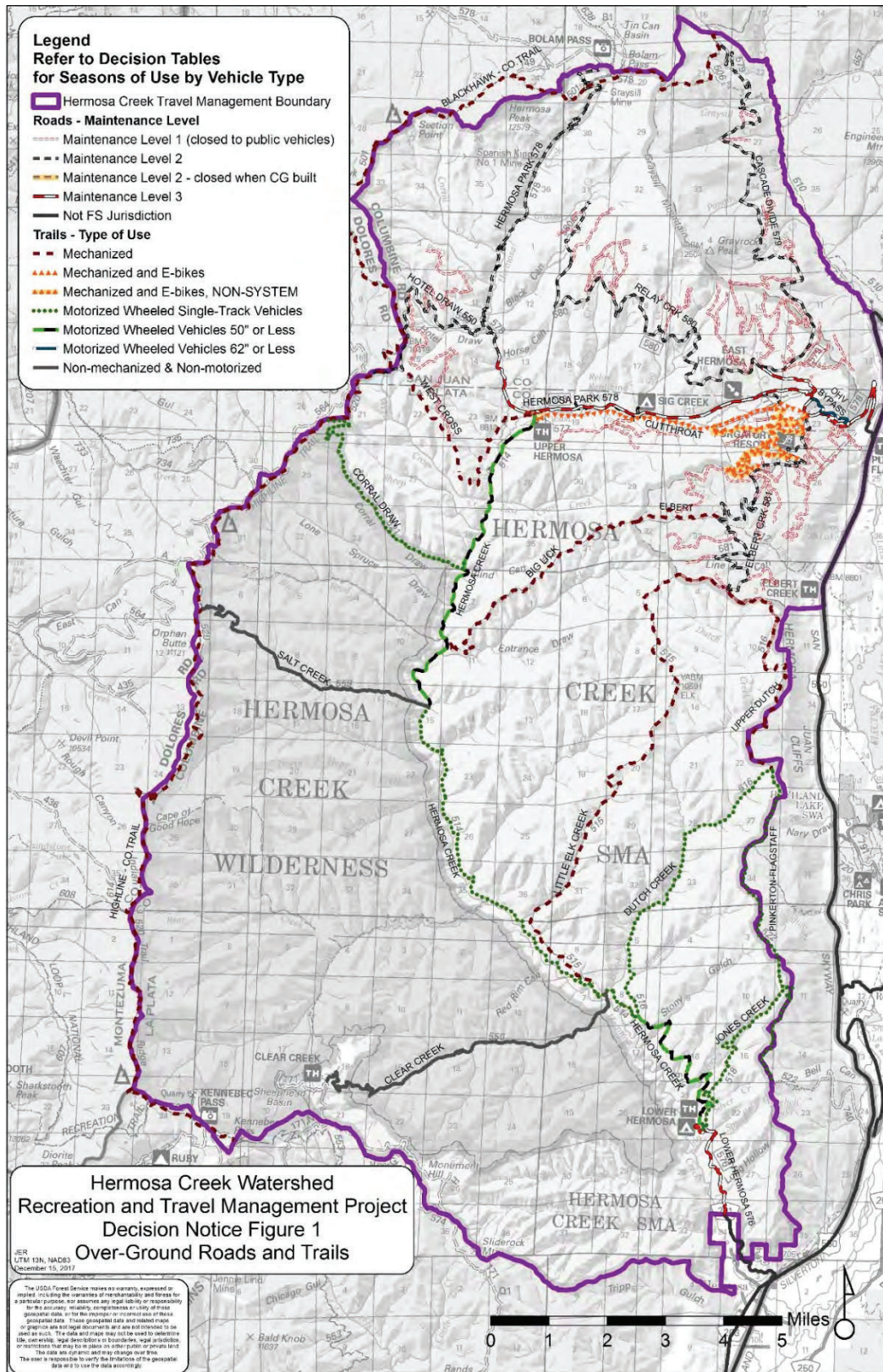
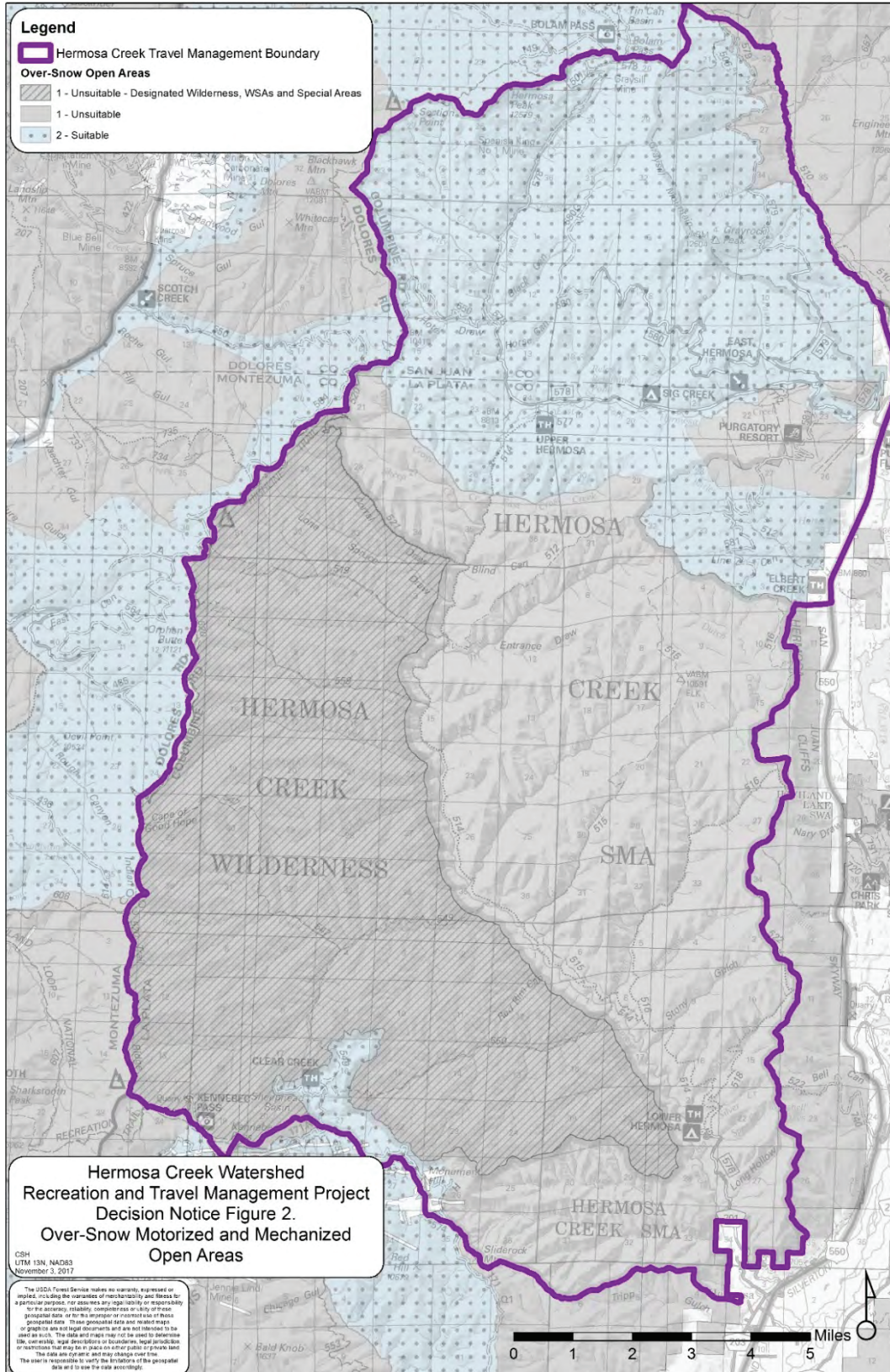


FIGURE C-2. Over-Snow Motorized and Mechanized Open Areas



APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

Table C-1. Roads Decisions

ID	NAME	MI.	MAIN T. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP' D CAMP	MIN. ROAD SYSTEM
ML1								
550.C	SODA	4.65	ML1	NO	NO	NA	NO	YES
578.A	EAST HERMOSA	1.66	ML1	NO	NO	NA	NO	YES
578.A1	E. HERMOSA FORK	1.36	ML1	NO	NO	NA	NO	YES
578.A2	E. HERMOSA SPUR	0.82	ML1	NO	NO	NA	NO	YES
578.D	FORMIDAY	0.10	ML1	NO	NO	NA	NO	YES
578.D1	NAB	0.87	ML1	NO	NO	NA	NO	YES
578.D2	BASESHOT	0.59	ML1	NO	NO	NA	NO	YES
578.D3	HEADWALL	0.15	ML1	NO	NO	NA	NO	YES
578.E	GATE 4	0.28	ML1	NO	NO	NA	NO	YES
578.E1	MOTHER'S MILK	0.02	ML1	NO	NO	NA	NO	YES
578.F	HARRIS CABIN	0.24	ML1	NO	NO	NA	NO	YES
579.A	RIM	1.78	ML1	NO	NO	NA	NO	YES
579.A1	RIM SPUR A1	0.67	ML1	NO	NO	NA	NO	YES
579.A2	RIM SPUR A2	0.28	ML1	NO	NO	NA	NO	YES
579.B	CASCADE SPUR B	0.62	ML1	NO	NO	NA	NO	YES
579.C	PASTURE CRK	3.03	ML1	NO	NO	NA	NO	YES
579.C1	PASTURE CRK SPUR	0.72	ML1	NO	NO	NA	NO	YES
579.D	CASCADE SPUR D	1.24	ML1	NO	NO	NA	NO	YES
579.D1	HIGHLINE SPUR	0.18	ML1	NO	NO	NA	NO	YES
579.E	LOOP E	1.83	ML1	NO	NO	NA	NO	YES
579.E1	LOOP SPUR	0.64	ML1	NO	NO	NA	NO	YES
579.F	GRAY ROCK	1.72	ML1	NO	NO	NA	NO	YES
579.G	CAMP CRK	1.10	ML1	NO	NO	NA	NO	YES
579.I	PANDO CRK I	0.90	ML1	NO	NO	NA	NO	YES
579.I1	PANDO CRK I SPUR	0.25	ML1	NO	NO	NA	NO	YES
579.M	E. Z. CR.	0.51	ML1	NO	NO	NA	NO	YES
579.N	GRAYSILL CRK	0.51	ML1	NO	NO	NA	NO	YES
580	RELAY CRK	1.36	ML1	NO	NO	NA	NO	YES
580.A	CASCADE PIT	0.15	ML1	NO	NO	NA	NO	YES
580.B	NEWBOLT	2.62	ML1	NO	NO	NA	NO	YES
580.B1	NEWBOLT B1	0.76	ML1	NO	NO	NA	NO	YES
580.D	SIG CRK D	1.52	ML1	NO	NO	NA	NO	YES
580.D1	SIG CRK D1	0.40	ML1	NO	NO	NA	NO	YES
580.E	GRAYSILL E	3.33	ML1	NO	NO	NA	NO	YES

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

ID	NAME	MI.	MAIN T. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP'D CAMP	MIN. ROAD SYSTEM
580.E1	SHORTCUT	0.99	ML1	NO	NO	NA	NO	YES
580.G8	GRASSY CREEK G8	0.39	ML1	NO	NO	NA	NO	YES
580.G9	GRASSY CREEK G9	0.31	ML1	NO	NO	NA	NO	YES
581	ELBERT CRK	0.32	ML1	NO	NO	NA	NO	YES
581.A	BUTLER CRK	2.97	ML1	NO	NO	NA	NO	YES
581.A1	TOP OF EIGHT	0.51	ML1	NO	NO	NA	NO	YES
581.A2	DANTES	0.15	ML1	NO	NO	NA	NO	YES
581.B	LINE CANYON B	1.75	ML1	NO	NO	NA	NO	YES
581.C	CLIFF	1.22	ML1	NO	NO	NA	NO	YES
581.D	DIVINE	1.02	ML1	NO	NO	NA	NO	YES
581.E	LINE CANYON E	0.56	ML1	NO	NO	NA	NO	YES
581.F	PURGATORY F	1.76	ML1	NO	NO	NA	NO	YES
581.F1	PURGATORY F1	0.78	ML1	NO	NO	NA	NO	YES
581.F2	BULL RUN	0.40	ML1	NO	NO	NA	NO	YES
581.F3	5 TO 8	0.48	ML1	NO	NO	NA	NO	YES
581.G	PURGATORY G	1.04	ML1	NO	NO	NA	NO	YES
581.G3	BIDDY BOTTOM 2	0.10	ML1	NO	NO	NA	NO	YES
581.G4	MAINTENANCE SHACK	0.30	ML1	NO	NO	NA	NO	YES
581.J	PURGATORY J	1.17	ML1	NO	NO	NA	NO	YES
581.K	CASTLE ROCK LIFT 2	2.33	ML1	NO	NO	NA	NO	YES
581.L	PURGATORY LIFT 3	0.36	ML1	NO	NO	NA	NO	YES
581.L1	3 TIPPY TOPS	0.23	ML1	NO	NO	NA	NO	YES
581.L4	5 TIPPY TOPS	0.18	ML1	NO	NO	NA	NO	YES
581.M	PURGATORY LIFT 5	1.29	ML1	NO	NO	NA	NO	YES
581.N	ELBERT CRK BRANCH N	1.50	ML1	NO	NO	NA	NO	YES
581.P	PURGATORY P	0.53	ML1	NO	NO	NA	NO	YES
581.P1	PURGATORY P1	0.31	ML1	NO	NO	NA	NO	YES
581.P3	PANDAMERCY	0.39	ML1	NO	NO	NA	NO	YES
581.P4	POWDERHOUSE	0.11	ML1	NO	NO	NA	NO	YES
581.P5	6 PACK	0.51	ML1	NO	NO	NA	NO	YES
581.P6	AFTER THE 6 PACK	0.14	ML1	NO	NO	NA	NO	YES
581.Q	DUTCH CREEK	2.22	ML1	NO	NO	NA	NO	YES
717	PETTY CRK	3.27	ML1	NO	NO	NA	NO	YES
772	PURGATORY	1.17	ML1	NO	NO	NA	NO	YES

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

ID	NAME	MI.	MAIN T. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP'D CAMP	MIN. ROAD SYSTEM
ML2								
550	HOTEL DRAW	4.90	ML2	All motorized	YES	05/01 - 11/30	YES	YES
550.H	HOTEL CAMP SPUR	0.07	ML2	All motorized	YES	05/01 - 11/30	YES	YES
577.A	HERMOSA TRAILHEAD CAMP SPUR	0.07	ML2 - Closed when CG	Interim open to all - Closed when CG is built	YES - Close when CG is built	05/01 - 11/30	NO	YES
577.B	HERMOSA TRAILHEAD CAMP SPUR	0.14	ML2 - Closed when CG	Interim open to all - Closed when CG is built	YES - Close when CG is built	05/01 - 11/30	NO	YES
578	HERMOSA PARK	7.55	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578.A	EAST HERMOSA	0.16	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.A3	HERMOSA CAMP SPUR	0.01	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.B	TIN CAN BASIN (to first campsite)	0.13	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578.B3	TIN CAN BASIN CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578.SPUR01	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR02	HERMOSA CAMP SPUR	0.08	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR03	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR04	HERMOSA CAMP SPUR	0.00	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR05	HERMOSA CAMP SPUR	0.08	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR05A	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR06	HERMOSA CAMP SPUR	0.03	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR07	HERMOSA CAMP SPUR	0.14	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR08	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR08A	HERMOSA CAMP SPUR	0.09	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR08B	HERMOSA CAMP SPUR	0.01	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR09	HERMOSA CAMP SPUR	0.15	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR09A	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR10	HERMOSA CAMP SPUR	0.08	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR11	HERMOSA CAMP SPUR	0.01	ML2	All motorized	YES	05/01 - 11/14	NO	YES
578.SPUR12	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578.SPUR13	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/30	NO	YES

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

ID	NAME	MI.	MAIN T. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP'D CAMP	MIN. ROAD SYSTEM
578. SPUR14	HERMOSA CAMP SPUR	0.01	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR15	HERMOSA CAMP SPUR	0.11	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR16	HERMOSA CAMP SPUR	0.11	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR16A	HERMOSA CAMP SPUR	0.10	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR16B	HERMOSA CAMP SPUR	0.09	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR17	HERMOSA CAMP SPUR	0.01	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR18	HERMOSA CAMP SPUR	0.01	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR19	HERMOSA CAMP SPUR	0.02	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR20	HERMOSA CAMP SPUR	0.03	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR21	HERMOSA CAMP SPUR	0.05	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578. SPUR22	HERMOSA CAMP SPUR	0.01	ML2	All motorized	YES	05/01 - 11/30	NO	YES
579	CASCADE DIVIDE	10.37	ML2	All motorized	YES	05/01 - 11/14	YES	YES
579.C	PASTURE CRK	0.02	ML2	All motorized	YES	05/01 - 11/14	YES	YES
580	RELAY CRK	8.56	ML2	All motorized	YES	05/01 - 11/14	YES	YES
580.G	GRASSY CRK G	1.40	ML2	All motorized	YES	05/01 - 11/14	YES	YES
580.K	RELAY CAMP SPUR	0.14	ML2	All motorized	YES	05/01 - 11/14	YES	YES
581	ELBERT CRK - segment w/in ski area	2.92	ML2	All motorized	YES	Motor. 05/01 - 11/14 Mech. and ebike seasonal dates managed per permit	YES	YES
581	ELBERT CRK	5.50	ML2	All motorized	YES	05/01 - 11/14	YES	YES
581.R	ELBERT CAMP SPUR	0.08	ML2	All motorized	YES	05/01 - 11/14	YES	YES
581.S	ELBERT CAMP SPUR	0.08	ML2	All motorized	YES	05/01 - 11/14	YES	YES
581.T	ELBERT CAMP SPUR	0.09	ML2	All motorized	YES	05/01 - 11/14	YES	YES
698	SIG CRK CG	0.25	ML2	All motorized	YES	05/01 - 11/14	NO	YES
772	PURGATORY	0.51	ML2	All motorized	YES	05/01 - 11/14	NO	YES
ML3								
576	LOWER HERMOSA (CR 201)	1.90	ML3	All motorized	YES	Motor. 05/01 - 12/31 Mech. 01/01 - 12/31	NO	YES
576.A	LOWER HERMOSA CG	0.57	ML3	Highway Legal Vehicles Only	YES	05/01 - 12/31	NO	YES
577	HUNTER PARK	0.29	ML3	All motorized	YES	05/01 - 11/30	NO	YES
578	HERMOSA PARK – to OHV bypass	1.59	ML3	All motorized	YES	Motor. 05/01 - 11/14 Mech. and ebike seasonal dates managed per permit	NO	YES

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

ID	NAME	MI.	MAIN T. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP'D CAMP	MIN. ROAD SYSTEM
578	HERMOSA PARK – bypassed segment	1.54	ML3	Interim open to all - Highway Legal Vehicles Only, when bypass built	YES	Motor. 05/01 - 11/14 Mech. and ebike seasonal dates managed per permit	NO	YES
578	HERMOSA PARK – Bypass to 722	1.02	ML3	All motorized	YES	Motor. 05/01 - 11/14 Mech. and ebike seasonal dates managed per permit	NO	YES
578	HERMOSA PARK – 722 to trailhead	4.08	ML3	All motorized	YES	05/01 - 11/14	NO	YES
578	HERMOSA PARK - past trailhead	1.48	ML3	All motorized	YES	05/01 - 11/30	NO	YES
579	CASCADE DIVIDE	1.18	ML3	All motorized	YES	05/01 - 11/14	NO	YES
NON-SYSTEM								
149	HERMOSA PEAK	0.98	Non-System	NO	NO	NA	NO	NO
544	WOODSY WAY	1.63	Non-System	NO	NO	NA	NO	NO
544.A	WOODSY WAY A	2.53	Non-System	NO	NO	NA	NO	NO
544.A1	SPUR	0.75	Non-System	NO	NO	NA	NO	NO
544.A2	WOODSY WAY A2	0.83	Non-System	NO	NO	NA	NO	NO
544.B	WOODSY WAY B	1.15	Non-System	NO	NO	NA	NO	NO
544.C	WOODSY WAY C	0.33	Non-System	NO	NO	NA	NO	NO
544010.A1	OBLIT. CANDIDATE	0.74	Non-System	NO	NO	NA	NO	NO
550.A	HOTEL DRAW A	1.81	Non-System	NO	NO	NA	NO	NO
550.A1	HOTEL DRAW A1	0.88	Non-System	NO	NO	NA	NO	NO
550.A2	HOTEL DRAW A2	0.40	Non-System	NO	NO	NA	NO	NO
550.B	MOTEL	1.47	Non-System	NO	NO	NA	NO	NO
550.D	HOTEL DRAW D	0.70	Non-System	NO	NO	NA	NO	NO
550.D1	HOTEL DRAW D1	0.60	Non-System	NO	NO	NA	NO	NO
550.E	HOTEL DRAW E	0.34	Non-System	NO	NO	NA	NO	NO
550.F	HOTEL DRAW F	1.97	Non-System	NO	NO	NA	NO	NO
550.G	CROSS CRK G	1.64	Non-System	NO	NO	NA	NO	NO
550.G1	CROSS CRK G1	0.62	Non-System	NO	NO	NA	NO	NO
550.G2	CROSS CRK G2	3.38	Non-System	NO	NO	NA	NO	NO
550.G3	CROSS CRK G3	0.96	Non-System	NO	NO	NA	NO	NO

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

ID	NAME	MI.	MAIN T. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP'D CAMP	MIN. ROAD SYSTEM
550.G4	CROSS CRK G4	0.58	Non-System	NO	NO	NA	NO	NO
550.I	CROSS CRK I	0.20	Non-System	NO	NO	NA	NO	NO
564.X	DIVIDE X	0.45	Non-System	NO	NO	NA	NO	NO
576	LOWER HERMOSA (CR 201)	0.35	Non-System	NO	NO	NA	NO	NO
578.B	TIN CAN BASIN (segment coincident with East Fork Trail)	0.6	Delegate to Dolores RD	Delegate to Dolores RD	Delegate to Dolores RD	Delegate to Dolores RD	NO	Delegate to Dolores RD
578.B	TIN CAN BASIN	1.33	Non-System	NO	NO	NA	NO	NO
578.B2	GRAYSILL MINE	0.42	Non-System	NO	NO	NA	NO	NO
579.F1	GRAYROCK SPUR	0.71	Non-System	NO	NO	NA	NO	NO
579.H	CASCADE SPUR	0.44	Non-System	NO	NO	NA	NO	NO
579.J	PANDO J	0.84	Non-System	NO	NO	NA	NO	NO
579.J1	PANDO J1 SPUR	0.55	Non-System	NO	NO	NA	NO	NO
579.J2	PANDO J2 SPUR	0.30	Non-System	NO	NO	NA	NO	NO
579.K	PANDO SPUR	0.29	Non-System	NO	NO	NA	NO	NO
579.L	PANDO L	0.88	Non-System	NO	NO	NA	NO	NO
579.L1	PANDO L1 SPUR	0.10	Non-System	NO	NO	NA	NO	NO
579.P	SLICK ROCK	0.29	Non-System	NO	NO	NA	NO	NO
579.Q	Q SPUR	0.25	Non-System	NO	NO	NA	NO	NO
579.S	HIGH LINE S	0.64	Non-System	NO	NO	NA	NO	NO
579.S1	HIGH LINE S1	0.51	Non-System	NO	NO	NA	NO	NO
580	RELAY CRK	2.92	Non-System	NO	NO	NA	NO	NO
580.B2	NEWBOLT B2	0.79	Non-System	NO	NO	NA	NO	NO
580.C	SIG CRK C	2.97	Non-System	NO	NO	NA	NO	NO
580.C1	SIG CRK C1	0.57	Non-System	NO	NO	NA	NO	NO
580.C2	SIG CRK C2	1.65	Non-System	NO	NO	NA	NO	NO
580.D2	SIG CRK D2	0.41	Non-System	NO	NO	NA	NO	NO
580.E2	GRAYSILL E2	0.37	Non-System	NO	NO	NA	NO	NO
580.E3	GRAYSILL E3	0.33	Non-System	NO	NO	NA	NO	NO
580.F	GRAYSILL F	1.39	Non-System	NO	NO	NA	NO	NO
580.G1	GRASSY CRK G1	1.15	Non-System	NO	NO	NA	NO	NO

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

ID	NAME	MI.	MAIN T. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP'D CAMP	MIN. ROAD SYSTEM
580.G2	BLACK CANYON	0.36	Non-System	NO	NO	NA	NO	NO
580.G3	GRASSY CRK G3	1.66	Non-System	NO	NO	NA	NO	NO
580.G4	GRASSY CRK G4	0.23	Non-System	NO	NO	NA	NO	NO
580.G5	GRASSY CRK G5	0.41	Non-System	NO	NO	NA	NO	NO
580.G6	GRASSY CRK G6	0.19	Non-System	NO	NO	NA	NO	NO
580.G7	GRASSY CRK G7	0.18	Non-System	NO	NO	NA	NO	NO
580.H	GRASSY CRK H	0.31	Non-System	NO	NO	NA	NO	NO
580.H1	GRASSY CRK H1	0.14	Non-System	NO	NO	NA	NO	NO
580.I	GRASSY CRK I	0.12	Non-System	NO	NO	NA	NO	NO
580.J	GRASSY CRK J	0.29	Non-System	NO	NO	NA	NO	NO
580.P	GRASSY CRK P	1.24	Non-System	NO	NO	NA	NO	NO
581.C	CLIFF	0.22	Non-System	NO	NO	NA	NO	NO
581.E1	LINE CANYON E1	1.16	Non-System	NO	NO	NA	NO	NO
581.L	PURGATORY LIFT 3	0.94	Non-System	NO	NO	NA	NO	NO
581.N1	ELBERT CRK BRANCH N1	0.69	Non-System	NO	NO	NA	NO	NO
594	RELAY CRK SPUR	2.15	Non-System	NO	NO	NA	NO	NO
614	GRAY ROCK	1.36	Non-System	NO	NO	NA	NO	NO
614.A	GRAYROCK A	1.26	Non-System	NO	NO	NA	NO	NO
717.A	CORRAL CR.	1.27	Non-System	NO	NO	NA	NO	NO
717.A1	CORRAL CRK A1	0.31	Non-System	NO	NO	NA	NO	NO
717.B	PETTY CRK BRANCH B	1.27	Non-System	NO	NO	NA	NO	NO
717.B1	PETTY CRK BRANCH B1	0.50	Non-System	NO	NO	NA	NO	NO
786	GRAY SILL	1.93	Non-System	NO	NO	NA	NO	NO

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

Table C-2. Trails Decisions

ID	NAME	MI.	TRAIL CLASS	OVER-GROUND MOTORIZED TYPE/ OPEN SEASON	OVER-GROUND MECHANIZED USE/ OPEN SEASON	300' FOR DISP'D. CAMP.
Wilderness						
550	CLEAR CREEK	7.90	TC3 - DEVELOPED	NO	NO	NO
559	SALT CREEK	5.83	TC2 – MOD. DEVELOPED	NO	NO	NO
Colorado Trail						
501	BLACKHAWK - CO.TRAIL	10.59	TC3 - DEVELOPED	NO	YES 01/01 - 12/31	NO
507	RICO-SILVERTON - CO.TRAIL	3.62	TC3 - DEVELOPED	NO	YES 01/01 - 12/31	NO
520	HIGHLINE - CO.TRAIL	20.54	TC3 - DEVELOPED	NO	YES 01/01 - 12/31	NO
622	SLIDEROCK - CO.TRAIL	0.60	TC3 - DEVELOPED	NO	YES 01/01 - 12/31	NO
Other						
512	ELBERT CREEK	1.74	TC3 - DEVELOPED	NO	YES 01/01 - 12/31	NO
xxx	BIG LICK	5.29	TC2 – MOD. DEVELOPED	NO	YES 01/01 - 12/31	NO
514	HERMOSA CREEK-upper	6.52	TC3 - DEVELOPED	50" wide or less 05/01 - 11/30	YES 01/01 - 12/31	NO
514	HERMOSA CREEK-middle	8.63	TC3 - DEVELOPED	Motorcycle, single track 05/01 - 11/30	YES 01/01 - 12/31	NO
514	HERMOSA CREEK-lower	4.00	TC3 - DEVELOPED	50" wide or less 05/01 - 12/31	YES 01/01 - 12/31	NO
515	LITTLE ELK CREEK	10.98	TC3 - DEVELOPED	NO	YES 05/01 - 11/14*	NO
516	DUTCH CREEK	5.84	TC3 - DEVELOPED	Motorcycle, single track 05/01 - 11/30	YES 05/01 - 11/30*	NO
xxx	UPPER DUTCH CRK	5.20	TC3 - DEVELOPED	NO	YES 05/01 - 11/14*	NO
518	JONES CREEK	4.16	TC3 - DEVELOPED	Motorcycle, single track 05/01 - 11/30	YES 05/01 - 11/30*	NO
521	CORRAL DRAW	5.37	TC3 - DEVELOPED	Motorcycle, single track 05/01 - 11/30	YES 05/01 - 11/30	NO
522	PINKERTON-FLAGSTAFF	6.77	TC3 - DEVELOPED	Motorcycle, single track 05/01 - 11/30	YES 05/01 - 11/30*	NO
xxx	OHV BYPASS	~1.12	TC4 – HIGHLY DEVELOPED	62" wide or less 05/01 - 11/14	YES 05/01 - 11/14	NO
xxx	CUTTHROAT	~3.24	TC4 – HIGHLY DEVELOPED	E-bikes 05/01 - 11/14	YES 05/01 - 11/14	NO
xxx	CUTTHROAT	~1.74	TC4 – HIGHLY DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
xxx	WEST CROSS CREEK	~4.69	TC4 – HIGHLY DEVELOPED	NO	YES 05/01 - 11/30	NO
638	EAST FORK	0.60	delegate to Dolores RD	delegate to Dolores RD	delegate to Dolores RD	NO
Remove From System						
519	BIG BEND	5.39	Non-System	NO	NO	NO
547	NEGLECTED	5.68	Non-System	NO	NO	NO
549	SOUTH FORK	6.89	Non-System	NO	NO	NO

APPENDIX C – HERMOSA RECREATION AND TRAVEL MANAGEMENT PROJECT

ID	NAME	MI.	TRAIL CLASS	OVER-GROUND MOTORIZED TYPE/ OPEN SEASON	OVER-GROUND MECHANIZED USE/ OPEN SEASON	300' FOR DISP'D. CAMP.
Purgatory Complex						
Non-system	BRUSHRAKE ROAD LOOP	0.55	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	GOO CREEK	0.88	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	GOO CREEK / LOS PINOS	0.63	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	GOO CREEK / PAUL'S PARK	0.57	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	GOO CREEK / PAUL'S PARK	0.51	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	GOO CREEK / PAUL'S PARK	0.25	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	HARRIS PARK LOOP	0.63	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	HARRIS PARK LOOP	0.09	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	HARRIS PARK LOOP	0.45	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	LIFT 8 BYPASS	0.41	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	LOS PINOS	0.36	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	LOS PINOS	0.62	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	LOS PINOS	0.26	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	PAUL'S PARK	0.22	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	PAUL'S PARK	0.52	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	PAUL'S PARK	0.38	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	PAUL'S PARK	0.30	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	PAUL'S PARK / LOS PINOS	0.18	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO
Non-system	PAUL'S PARK / LOS PINOS	0.43	TC3 - DEVELOPED	E-bikes season managed per permit	YES season managed per permit	NO

* Option for condition-based seasonal management based on criteria to be determined