

Corrections to the White River National Forest Travel Management Plan

June 2012

The following corrections to the White River National Forest Travel Management Plan Final Environmental Impact Statement and Record of Decision reflect mapping adjustments, clarifications, oversights, changes to meet the intent of the plan, or were made through appeal negotiations.

Legend Definition Update: to better reflect, convey, and understand the allowed uses the following changes will be made to the legend:

Remove (FEIS, p. 28):

Legend

Roads open to licensed motorized only (highway legal)
Roads open to licensed and unlicensed (all vehicles)
Trails open to motorized vehicles < 50 inches in width (ATV)
Trails open to 2-wheeled motor vehicles (motorcycles)
Trails open to mechanized vehicles (bicycles)
Trails open to animal (horse) and foot (hike)
Roads and trails managed under special use permit (SUP)
Roads and trails closed to the public or decommissioned

Add:

Legend

Roads open to full-size vehicles and street-legal motorcycles*
Roads open to all vehicles*
Trails open to UTV, ATV, and motorcycles (vehicles less than 62" in width)*
Trails open to ATV and motorcycles (vehicles less than 50" in width)*
Trails open to motorcycles (two-wheeled motorized vehicles)*
Trails open to bikes and other mechanized equipment**
Trails open to horses, other pack animals, and hikers
Trails open to hikers only
Roads and trails managed under special use permit (SUP)
Decommissioned

*Unless otherwise specified, bikes, horses, pack animals, and hikers are allowed on these routes

** Unless otherwise specified horses, pack animals and hikers are allowed on these routes

Widths are measured at the widest point of the vehicle

Note: On the Travel Management map a narrative box is added to inform users Legend equivalence between WRNF Travel Management Legend and National Motor Vehicle Use Map (MVUM) Legend

WRNF Travel Management Legend	National Motor Vehicle Use Map Legend
Roads open to full-size vehicles and street-legal motorcycles	Roads open to highway legal vehicles
Roads open to all vehicles	Roads open to all vehicles
Trails open to UTV, ATV, and motorcycles (vehicles less than 62" in width)	Special designation: Trails open to vehicles less than 62" in width
Trails open to ATV and motorcycles (vehicles less than 50" in width)	Trails open to vehicles less than 50" in width
Trails open to motorcycles (two-wheeled motorized vehicles)	Trails open to motorcycles only

Add to Glossary:

UTV – A type of off-highway vehicle that travels on 4 or more low-pressure tires, has a steering wheel or tiller, provides side-by-side seating, and is of various widths.

Site-specific updates (tables and map)

For clarity on UTVs the following is provided:

The following routes originally designated as 'Trails open to motorized vehicles < 50 inches in width (ATV)' are now designated as 'Trails open to UTV, ATV, and motorcycle (vehicles less than 62" in width)'

2-2200, 2-2209, 2-2214, 2-2216, 2-2292, 2-1260, 2-1809.1, 2-211.1F, 2-211W.4F, 2-211W.4G, 2-212.1G, 2-217.1, 2-217.1B, 2-220.1, 2-221.1C, 2-2223.1, 2-223.1A, 2-223.1B, 2-2236.1, 2-2240.1, 2-2242.1, 2-2265.1, 2-2265.1, 2-2270.1, 2-2271.1, 2-2272.1, 2-2273.1, 2-2277.1, 2-2289.1, 2-2290.1, 2-236.1, 2-240.1, 2-241.1, 2-241.1C, 2-241.1G, 2-243.1, 2-245.4X, 2-250.2, 2-255.1, 2-2622.1, 2-265.1, , 2-267.1, 2-271.1, 2-272.1, 2-291.1, 2-N101.1, 2-N102.1, 2-N103.1, 2-N104.1, 2-N110.1, 2-N7905.1, 2-N7907.1, 2-N7908.1, 3-506.1D, 3-510.1A, 3-510.3T, 3-517.1, 3-518.1, 3-522.1, 3-532.1, 3-N524.1D, 4-419.1, 5-51.1, 7-441.1, 7-442.1, 8-2293.1, 8-264.1, 8-601.4D, 8-602.3C, 8-635.1, 8-821.1B

The following remain as 'Trails open to ATV and motorcycles (vehicles less than 50" in width)'

2-1804.1, 2-1804.1P, 2-2201.1, 2-2821.1

Updates to ATTACHMENT 2-Travel Management Plan – Route Specific Information and Final Travel Management Map

Aspen-Sopris Ranger District

1-N125.1 is shown as under special use as this little spur serves to access private land and two homes

1-131.1A is corrected to show that it has been previously decommissioned

3-300.3 from the parking area (winter snowmobile parking lot) & subsequently 3-300.3N were to change from open to full-size vehicles and street-legal motorcycles* only to open to all vehicles with the intent that the parking lot was to serve as a location where UTVs, ATVs and unlicensed motorcycles could be trailered to and start from to access the rest of the open system.

3-314.3P is changed to manage under special use to reflect legal access to private land.

3-520.1 section shown as other is actually under Forest Service jurisdiction and is changed to show open to all vehicles concurrent with the rest of the route

3-523.4B was intended to be part of the network (access/loop); corrected to show open to motorcycles and the 3-1933.1 between 3-523.4B and 3-2189.1 was the route that was supposed to be decommissioned

3-532.1 to the diversion is actually open to all vehicles to access the diversion, beyond that is where open to open to motorcycles begins

3-534.1 point where the route goes from open to all vehicles to open to motorcycles was incorrectly mapped; the actual point is 1/4 mile past A/K foot and horse trail where the physical barrier exists

3-1921.1A is actually decommissioned not a maintained horse, pack, and hiking trail

3-1930.1 is actually decommissioned and no longer exists

3-1931.1 through verification was found to be a horse and hiking trail whose end point is four miles from the shown end on the map. These last four miles no longer exist and therefore are decommissioned.

Blanco Ranger District

North Side

2-253.1A remapped to reflect the actual location of the end of the road, the rest is decommissioned

2-265.1 corrected map to show this road's connection to the end to 2-2214 (Where crosses Coal Creek by old Columbine RS)

2-2265.1 Big Beaver; north from 2-1260 to 2-2272 should show as decommissioned as this trail no longer exists. Reasonable access is available from 2-260.1 road off of Sawmill Mountain via trail 1260.

2-2272.1 corrected the segment break to show the first 0.15 miles as open to all vehicles to dispersed campsite(s) and changed this section to route number 2-266.1 Allen Creek Road for clarity

2-2214 & 2-2633.1 are remapped to show actual sections that are open to all vehicles, UTVs, and/or ATVs and what is decommissioned. There were errors as to which sections of these routes were open or closed

2-251.1 this road was mislabeled as it was supposed to connect back to 2-252.1 as an UTV/ATV loop, not be decommissioned

2-281.1 was updated to show open to all vehicles as this road accesses the Radio Tower and interconnects with the BLM portion which is open to all vehicles

South Side

2-243.1 changed which spur was actually the end of the road and which was to be decommissioned; switched-the spur to the north is the road that is open to all vehicles and the spur to the west is the section that is decommissioned

2-241.1 from Daum Draw roughly 1/2 mile north of 2-241.1G then south on 241.1 to 245.5S route is actually decommissioned (impassable)

From 241.1 at Daum Draw west to private should show as ATV for private land access.

2-N103.1 the entire route is open to ATV, the segment that was decommissioned was in error

2-2242.1 this route has been and is decommissioned

241.1A (about 1/8 mile west of 245-BNC Road) west to private land, designation is changed to manage under special use to reflect legal access to private land

241.1G from 241.1 west to private land is changed to manage under special use to reflect legal access to private land

2-221.1 remapped actual road location

2-216.1 changed to UTV, ATV, and motorcycles as this route was not intended to be open to full-sized vehicles due to the on-the-ground conditions of the route

2-240.1 changed conversion point to logical on-the-ground location where the route changes from all vehicles to UTV, ATV and motorcycle

2-211.1F segment that showed open to all vehicles is actually open to UTV, ATV, and motorcycle like the rest of the route

Dillon Ranger District

5-N347.1 Western part - The section going east from Peru Creek Rd (261.1) to Jumbo Mine (private land), designation is changed to manage under special use to reflect legal access to private land. The rest of the route from the private land east back to 261 is to remain decommissioned.

5-850W.1A Southern part - The section starting at Blue Lake Rd (850.1) going north to Monte Cristo Mine (private land), designation is changed to managed under special use to reflect legal access to private land. The rest of the route from the mine north is to remain decommissioned.

5-355.1C North section and 5-356.1 from N326.1 to 275 are removed from map to accurately reflect the actual on-the-ground trail location.

Mount Royal Trail System –corrections are made to this complexity of bike trails to reflect the intended network for the Mount Royal Trail System: 5-N307.1 to Second Ave., 5-N321.1, 5-N313.1, 5-N318.1 from N313.1 to N317.1 are updated to show as bike trails, and a section of 5-1008W.1A is mapped as decommissioned.

5-N45W.2 – The end of the route is remapped to show actual location.

For Ophir Mountain Bike System - Reroute N296.1 to reflect the connection to 951D; a small segment of 951.1D that was decommissioned becomes part of this trail and 5N295.1 is remapped to actual location and connection to 951.1A.

In Golden Horseshoe area – 5-GH34 and 5-GH36 are decommissioned because there is no legal access. 5-GH19 is updated to show as non-motorized use only to meet private land easement requirements.

5-GH73 first 0.12 miles is the connector for two motorcycle trails. The rest remains as bicycle.

5-2108W.3 is corrected to show as decommissioned due to lack of legal access.

5-N370.1 at the intersection of N322.1 and N370.1, N370.1 is corrected to show as open to hike/horse only in conjunction with the rest of the trail system.

5-N322.1 is corrected to show as open to bikes in conjunction with the rest of network.

5-45.1 section between 1000.1 and 1000W.3A are removed from map to accurately reflect the actual on-the-ground trail location as this section does not exist on-the-ground.

5-354.2C to the junction of 5-354.2D, 5-354.2D, and 5-N332.1 are changed to manage under special use to reflect legal access to private land.

5-848W.1 is foot only to protect the Research Natural Area; the category has been added for clarity.

5-851.1 the beginning 0.25 mile of this road to intersection with McCullough Tunnel is updated to open to motor vehicles full-size vehicles and street-legal motorcycles to reflect the legal use that is under easement to Summit County.

5-800.1 the first 1.8 miles and 5-39W.1A the first 0.48 miles are under Summit County jurisdiction and are correct to show open to full-size vehicles and street-legal motorcycles.

Angler Mtn. horse and hiking trail was inadvertently left off the map and is now added.

5-951.1B was updated on the map to show the actual location which connects to 5-N295.1.

Eagle-Holy Cross Ranger District

7-755.1, 7-755.1B, 4-1878.1, and 4-1873.1 from Estin Hut to Fulford Cave Trailhead access huts and are updated to show summer public use for bikes, horses, pack animals, and hikers as intended for summer hut use and access

4-623.1 from private property gate at intersection with 4-N257.1 to the end of the route is actually only open for special use

4-1867.1, 4-2033.1, 4-N197.1, 4-607.1A from CR 150 to intersection with 4- N197.1 are corrected to show as routes open to horse, pack animals, and hiking and 4-607.1A from intersection with 4-N197.1 to private land is managed under special use for access to the land. This correction is to fulfill a previous agreement between the Forest Service and land owner.

4-1850.1 Hanging Lake clarified to show open to hiking only

4-1865.1 and 4-1864.1 are corrected to show open to horse, pack animals, and hiking per conditions given under prescriptive rights granted to the Forest Service

7-2128.1 is remapped to the correct location

7-1884.1 section that was decommissioned was in error it was and is a trail that is open to horse, pack animals, and hiking and correction is made to show 7-1884.2A as 7-1884.1 as this is all one contiguous trail

7-738.1B is to remain open to full-size vehicles and street-legal motorcycles only as this the access to State property and surrounding Forest Service land

7-779.1 is changed to show open to all vehicles in conjunction with agreement with the Town of Avon

4-1897.1, 4-1888.1, 7-1885.1 from the waterfall to Upper Piney Lake were and are decommissioned and has been virtually un-used and un-maintained for many years

7-401.1B, 7-401.1C, 7-401.1D, 7-451.1, 7-452.1, 7-434.1, 7-434.1A, 7-720.1, 7-720.1A, 7-700.2E, 7-700.2C, 7-729.1, 7-729.1A 7-700.2A, 7-734.1C, 7-707.2A, 7-707.2B, 7-707.2C, 7-707.2D were all erroneously shown as horse and hiking trails rather than decommissioned as these are actually old decommissioned timber roads; now corrected

7-716.1 is actually decommissioned as is the old picnic area that it accessed

7-703.1D & 7-703.1G are not under special use and are corrected to show as decommissioned

Rifle Ranger District

8-11.1, 8-807.1 are roads that accessed well pads at one time and were decommissioned

8-801.2L is a road that went to a well pad but was not decommissioned; this should show as open to all uses

8-801.1, 8-801.2A, 8-804.1, 8-816.1, 8-818.1, 8-N190.1 are roads that were to be open to all uses, not just licensed only. The need for licensed only was only if there was a lot of oil and gas activity that warrant the change due to safety. This was to (or will) occur through a special order should it become necessary. These are corrected to show open to all uses.

8-640.1 & 8-2048.1 the point where the route changes from a road to a trail is corrected to the actual location of the trailhead.

8-2091.1 3-2091.2 (Aspen-Sopris) & 8-804.2 are changed to show actual designation (part of an east-west network); these are trails open to horses, other pack animals, and hikers not decommissioned

8-264.1 from intersection with GMUG 525 north to 8-270.1, 8-270.1H, 8-270.1J, 8-270.1K are corrected to be managed under special use permit (SUP) to reflect permitted use to WAPA.

8-860.1A (spur to 8-860.1) is corrected to show open to all uses consistent with 8-860.1.

8-602.3M corrected to road under special use permit as the road accesses a mining claim and property

8-603.1 beyond the intersection with 603.1M is actually decommissioned

8-603.1A & 603.1R are changed to show open to all uses to the actual locations of the decommissioning points (in the timbered areas)

8-635.1 is corrected to show open to all vehicles not just under special use as this route accesses BLM and private land.

8-653.1 was incorrectly mapped as foot and horse as this route accesses a cow camp. This is corrected to show open to all uses as originally designated.

8-653.2A was incorrectly mapped as decommission (and didn't reflect the gate location). The intent was to be open to all uses to the gate and open as a motorized trail beyond the gate. This is corrected to show open to all uses to the gate and Trails open to UTV, ATV, and motorcycles (vehicles less than 62" in width)* beyond the gate.

8-654.1 is changed to show open to all uses as the original intent was to be consistent with Garfield County portion of the road. The trail head is on the County portion. Where the county road turns into a Forest Service road is at the cattle guard where there is no place to unload an ATV. The intent was to allow for motorized vehicles. Both parties agree that the intent of this road is to allow for all vehicles.

8-804 Network - mapping corrections: 8-804.1 (see above) is actually open to all uses and ends where shown on map, from there, 8-801.1A starts and goes along the southern fork, then bends northwest to the BLM which is incorrectly shown as decommissioned. This route on the forest is open to Trails open to UTV, ATV, and motorcycles (vehicles less than 62" in width)* which connects to the BLM open route and accesses several water developments. 8-804.2 (see above) is actually open to horses, other pack animals, and hikers.

8-808.1 & 8-N175.1 are actually routes open to all uses that accesses Clear Fork off the Gunnison; access for irrigation ditch; were intended to be open in coordination and consistency with GMUG.

8-818.1A, 8-818.1B, & 8-818.1D are roads not open to the public rather are open for access to private land and well pad, these were corrected to Roads and trails managed under special use permit (SUP).

8-833.1L is a redundant fork that was supposed to be decommissioned

8-N233.1 Actual Access to Carbonate - the road into Carbonate should be the road to the north of Carbonate the road to the east should be the one to be decommissioned (switch the two). This section of road has been decommissioned for some time; access to Carbonate is from the 601.1 road.

8-N801.2Z is no longer under permit and has been decommissioned

8-638.1 is not a Forest Service road off-forest

Road to DCU-8 is a special use road for well pad access added to map

Remapped and/or added actual locations of six roads that access a special use permit for bee hive locations

These corrections are conducted under FSH 1909.15, 18.2 (1)

Other technical updates such as renumbering routes and remapping of actual locations will be done to provide a more consistent numbering system and better maps These types of administrative changes do not change the decision (use and/or existence of a route). As updates are made the latest versions will be recorded and available on the web.