

Appendix C – Proposals by Sub Area

ALTERNATIVES ORGANIZED BY SUBAREA

The following Alternative descriptions refer to the Subareas described in Appendix B.

Road mileages are described by road segment and not broken down by Subarea. For example, if the a portion of road falls within Subarea 1 and a portion of the road falls in Subarea 2 the road is only listed once and usually within the Subarea that contains the majority of the road.

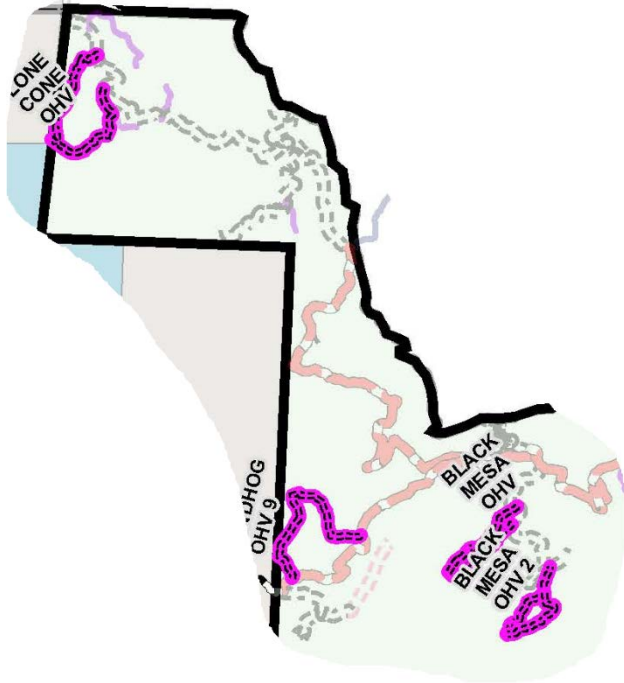
Map insets match the maps in Appendix A. See Appendix A for the map legend.

Subarea 1 – Lone Cone, Groundhog Point, Fish Creek, and Willow Divide Area

This Subarea is located in the northwest portion of the project area.

Trail Actions - Alternatives B, C, D, and E:

1. Take additional measures (e.g., install boulders, fences, or signs) at the headwaters of Fish Creek and Willow Creek. Discourage off-road riding in the upper Fish Creek area and promote wetland habitat, willows, beaver, etc.
2. Move the Fish Creek Trailhead north to a new terminus on NFSR 404 (Black Mesa Spur) (see roads list in the Table below).
3. Decommission unauthorized ATV/UTV created routes south of the new Fish Creek Trailhead location.
4. Add a new 62-inch OHV loop (named the “Groundhog OHV Trail”) north of NFSR 533 (Groundhog), adjacent to the Forest boundary. Trail will be constructed to use nonsystem routes where appropriate along with new construction. The MVUM would list this Trail as a Special Vehicle Designation Route, Open to Wheeled Vehicles 62” or less in Width.



5. Convert two ML2 roads (NFSR 543 J 2 (1.41 miles) and NFSR 534 J (1.49 miles) to a 62-inch trail to be named “Lone Cone OHV Trail,” which the MVUM would list as a Special Vehicle Designation Route, Open to Wheeled Vehicles 62” or less in Width.

6. Change the designation of the Willow Divide OHV Trail to a Special Vehicle Designation Route, open to Wheeled Vehicles 62” or less in Width. Physical work to the Trail would not be necessary to accommodate this change.

Trail Proposal in Alternative C only:

1. Create two OHV trail loops off of NFSR 611 A (Black Mesa A) in the Black Mesa area. Loops would be created from a combination of dual-use designation on ML1 roads and new construction along unauthorized routes (see

Table below). Allow riding on these trails from July 1 to September 8. Emphasize walk-in hunting in the area after September 8. Trails may be temporarily closed if a timber sale is proposed.

Location of Proposed Black Mesa OHV Trail

Road Number	Road Type	Miles	Designation
611A2	ML1	.84 miles serve as ML1 and OHV trail	Dual designation as a ML1 road and as an OHV Trail
611A4	ML1	.97 miles serve as ML1 and OHV trail	Dual designation as a ML1 road and as an OHV Trail
Unnamed	Unauthorized route	2.37 OHV trail miles	Trail only
	New construction	0.2 OHV trail miles	Trail only

Road Actions - Alternatives B, C, D, and E:

1. Change 4.5 miles of NFSR 533 (Groundhog) from ML4 to ML3; it would continue as Open to All Motor Vehicles.
2. Upgrade 1.05 miles of NFSR 534 F (Lone Cone F) from ML1 stored road to ML2, Open to All Motor Vehicles.
3. Upgrade 0.68 miles of NFSR 534 E 2 (Lone Cone E 2) from ML1 stored road to ML2, Open to All Motor Vehicles.

4. Designate Motor Vehicle Use for NFSR 403 (Groundhog Point) to the current gate location (1.1 miles of ML2 road). For 1.52 miles beyond the gate, designate ML1, so that public driving of any type of motor vehicle would not be allowed.
5. Add a spur road (to be named Groundhog Point Spur) off of NFSR 403 (Groundhog Point) for dispersed camping; this would be 0.11 miles of ML2, Open to All Motor Vehicles.
6. Change the terminus of NFSR 404 (Black Mesa Spur). Keep the current ML2 designation for 0.63 miles (Open to All Motor Vehicles) and decommission the remaining 0.63 miles.
7. Change the designation of NFSR 616 A (Middle Peak A) from an ML2 road to an ML1 road (closed for storage and not designated for motor vehicle use) for its entire length, approximately 1.2 miles.
8. Change a portion of NFSR 452 (Fish Creek Ditch) from ML2 (Open to All Motor Vehicles) to ML2-Admin (not designated for public motor vehicle use). The ML2 portion would be 0.46 miles up to the meadow and gate. Beyond the gate, downgrade 1.0 miles to ML2-Admin only for ditch access.
9. Add a new ML2 spur road, 0.09 miles in length, off of NFSR 533 (Groundhog) and near NFSR 403 (Groundhog Point), to be named NFSR 732 (Willow Divide Trailhead), Open to All Motor Vehicle Use.
10. Add a new ML2 spur road, to be named West Dolores B, off of NFSR 535 (West Dolores); the new spur road would be Open to All Motor Vehicle Use, 0.13 miles in length.
11. Add a new ML2 spur road, 0.05 miles long, for administrative access to the Dunton Guard Station. (This gravel driveway is not currently in the database.)
12. Change 2.2 miles of NFSR 727 (Willow Divide) from ML3 to ML2, Open to All Motor Vehicles. The remaining 10.70 miles of this road would not change and would remain as ML2, Open to All Motor Vehicles.
13. Change 0.18 miles of NFSR 727 E (Willow Divide E) from ML1 to ML2, Open to All Motor Vehicles.
14. Change NFSR 616 A (Middle Peak A), which is currently designated ML2, Open to All Motor Vehicles, to a road closed to public motor vehicle use and managed as a stored ML1 road.
15. Keep NFSR 305 (Clear Fish) as is (continue to manage the last 0.37 miles as ML1 not designated for public motor vehicle use).
16. Keep motor vehicle use on NFSR 611 (Black Mesa), NFSR 533 (Groundhog), and NFSR 534 (Lone Cone) as it is and keep these as ML3 roads.

The three tables below show the ML2 roads in Subarea 1 that would be decommissioned; the ML1 roads that would be decommissioned; and the ML2 roads that would be converted to ML1.

ML2 Roads in Subarea 1 to be Decommissioned under Alternatives B, C, D, and E

Road Number	Road Name	Total Decommissioned Length, in Miles
404	Black Mesa Spur	0.62
534.E1	Lone Cone E 1	0.41
534.I	Lone Cone I	0.46

534.J1	Lone Cone J 1	0.423
534.K	Lone Cone K	1.28

ML1 Roads in Subarea 1 to be Decommissioned under Alternatives B, C, D, and E

Road Number	Road Name	Total Decommissioned Length, in Miles
305.B	Clear Fish B	0.60
536	Center Drive	6.39
534.J1	Lone Cone J 1	0.43
534.A	Lone Cone A	0.38
727.B	Willow Divide B	0.67
727.F	Willow Divide F	0.98

Subarea 2 – Winter Trail, East Fall and West Fall Creek Trails, and NFSR 471

Trail Actions - Alternatives B, C, D, and E

1. Remove Motorcycle as a Managed Use on Winter Trail¹. Continue Managed Use of Hike/Pedestrian, Bicycle, Pack and Saddle.
2. See Subarea 5 for Alternative descriptions on the Calico NRT.
3. Remove the Motorcycle designation on those portions of East Fall Creek Trail and West Fall Creek Trail that are north of NFSR 471 (Eagle Creek), but continue to allow motorcycle use on these trails south of NFSR 471 (Eagle Creek). Managed uses for the motorized portions would continue to be Hike/Pedestrian, Bicycle, Pack and Saddle, Motorcycle. Managed uses for the non-motorized segments would be Hike/Pedestrian, Bicycle, Pack and Saddle.

Trail Actions in Alternative E

1. See Subarea 5 for the Calico NRT.
2. Alternative E would remove Motorcycle as a Managed Use from all of East Fall Creek and West Fall Creek Trails.

Road Actions - Alternatives B, C, D, and E

1. No changes in designation are proposed for ML3 NFSR 471 (Eagle Creek), Open to All Motor Vehicles.
2. Decommission 0.68 miles of the ML1 NFSR 471 A (Eagle Creek A).

¹ The current alignment of Winter Trail through wetland areas presents maintenance challenges regardless of the type of use.

Subarea 3 – Taylor Mesa, Stoner Mesa, Spring Creek, East Twin Springs and West Twin Springs

Trail Actions - Alternatives B, C, D, and E

1. No changes in designation are proposed for East Twin Springs Trail or West Twin Springs Trail.
2. Add a new 62-inch OHV trail loop off of NFSR 201 (Pipe Creek). The proposed new 3-mile loop would use 2.6 miles of NFSR 202 (Siphon Spring) as an ML1 road. To complete the loop, approximately 0.49 miles of unauthorized road would be added to the road system as an ML1 road and OHV trail (dual designation). If needed for a timber sale, Taylor OHV Trail would be temporarily closed to recreation use.

Trail Actions in Alternatives C, D, and E

1. Add Motorcycle as a Managed Use on Loading Pen Trail, which is currently managed for Hike/Pedestrian, Bicycle, Pack and Saddle. Reconstruct sections of the Trail as needed to accommodate design parameters for motorcycles.

Trail Actions in Spring Creek, by Alternative

The table describes different options for Spring Creek Trail.

Spring Creek Trail and NFSR 547 (Taylor Mesa) Actions, by Alternative

Alternative	Action
A (No Action)	Keep current alignment and uses for Spring Creek Trail and NFSR 547 (Taylor Mesa).
B (Proposed Action)	Terminate NFSR 547 (Taylor Mesa) before Spring Creek at mile post 5.0. Convert NFSR 547 (Taylor Mesa) to a single-track trail from mile post 5.0 to mile post 5.9. This would include removing the road culvert on Spring Creek to improve fish passage. (There would be no motorcycles on Spring Creek Trail and no connection over to NFSR 692 (Pothole).)
C	Reconstruct approximately 1.5 miles of Spring Creek Trail for motorcycle use between Stoner Trail and ML1 NFSR 692 A (Pothole A) and over to NFSR 692 (Pothole). NFSR 692 A (Pothole A) would serve as both an ML1 road and a trail for 1.8 miles. Add a fence and cattle guard on the new trail connection to NFSR 692 (Pothole) to prevent cattle movement. The remainder of Spring Creek Trail would be a non-motorized connector to NFSR 547 (Taylor Mesa), which would be the same under Alternative B. Terminate NFSR 547 (Taylor Mesa) before the Creek at mile post 5.0. From mile post 5.0 to mile post 5.9, convert NFSR 547 (Taylor Mesa) to a single-track trail, which would involve removing a culvert on Spring Creek for fish passage.
D	Same as C
E	Same as C

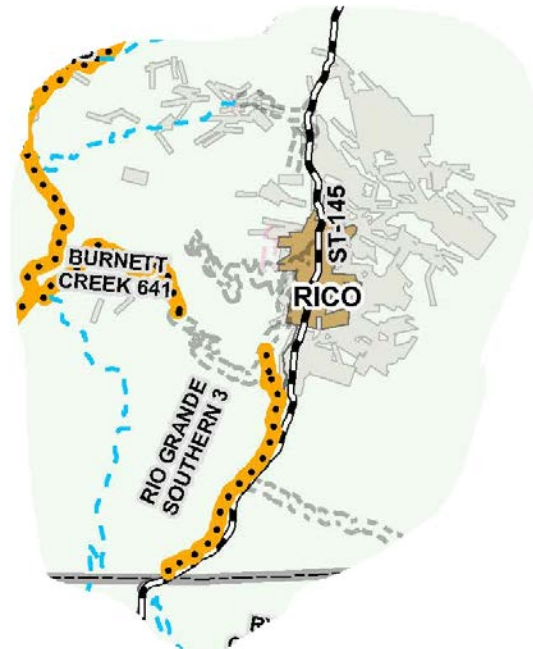
The figures below show the Spring Creek Trail area under Alternatives B (the Proposed Action) and C.

Trail Actions - Alternative B only

1. Remove Motorcycle as a Managed Use from Burnett Creek Trail. Continue Managed Use for Hike/Pedestrian, Bicycle, Pack and Saddle.

Trail Actions - Alternatives C, D, and E

1. Construct a new trail south from NFSR 422 (Burnett) to connect to the new (proposed) Rio Grande Southern Trail and down to the Montelores Bridge. The new trail would be constructed to provide for Motorcycle as a Managed Use as well as Hike/Pedestrian, Bicycle, Pack and Saddle.
2. Make Motorcycle a Managed Use on Burnett Creek Trail, the new connecting trail, and the new Rio Grande Southern Trail so that motorcycles can connect to Hwy. 145. This will allow licensed motorcycles to go from the Calico NRT, around the Town of Rico, and back into Town on Hwy. 145. Signs would encourage motorcycle riders to use the alternate trails. The map here shows the approximate location for this route, pending final layout.



Road Actions Common to Alternatives B, C, D, and E

1. Decommission the 0.5 miles of road that parallels the Burnett Road (which may be grown in already), the remainder of this road remains unchanged as Open to All current ML2 designation on 4.1 miles of NFSR 422 (Burnett).
2. No changes are proposed for NFSR 422 A (Burnett A) (Open to All Motor Vehicles) and ML2.
3. Establish a new terminus for NFSR 423 (Horse Gulch) on Forest Service lands downslope from the current parking area. No changes are proposed for 1.1 miles of NFSR 423 (Horse Gulch) ML2 road. Road would be designated as Open to All Motor Vehicles (but the public would not be directed to this road as a destination in literature or visitor contacts). Downgrade 0.05 miles of NFSR 423 (Horse Gulch) to ML2-Admin.

4. Change NFSR 422 A 1 (Burnett A 1) from an ML2 to an ML2-Admin only road (0.50 miles).

Subarea 7 –Barlow Road and East Fork Trail

Trail Actions Common to Alternatives B, C, D, and E

1. Correct the maps to reflect the actual alignment of East Fork Trail, which will remove the Trail from the fen/wetland complex. Decommission any remaining trail segments to discourage all types of use on this section.

Trail Actions for Alternative E

2. Remove Motorcycles as a Managed Use on East Fork Trail.

Road Actions Common to Alternatives B, C, D, and E

1. Add physical barriers in the vicinity of the corrals at Lizard Head Pass to manage dispersed camping.
2. Add 0.10 miles of unauthorized road to system as an ML3 to be named 206 (Trestle) and .09 miles of unauthorized road to ML3 to be named Trestle A. Maintain current designations on NFSR 578 (Hermosa Park/Barlow).
3. Change the ML on the first 0.49 miles of NFSR 496 (Barlow) from ML3 to ML2. Maintain 1.11 miles of the ML2 section of this Road. Move the gate downslope and downgrade 0.95 miles from ML2 to ML1 (not open to general public use). Maintain 0.22 miles of ML1 as ML1 and decommission 1.39 miles of ML1 section.
4. Close NFSR 149 (Hermosa Peak) at a point approximately 0.4 miles before the current terminus. Change the 0.4-mile closed portion to ML1. This will require vehicles to be parked further away from the Colorado Trail.
5. Keep ML2 NFSR 424 (Lizard Head) open for .09 miles to the current gate location at the Cross Mountain Trailhead. Beyond the gate, change 0.08 miles of NFSR 424 (Lizard Head) from ML1 to ML2-Admin and decommission the remaining 0.27 miles of this Road.
6. Change 1.96 miles of NFSR 476B (Cayton Campground B) from an ML1 to an ML2-Admin only Road.
7. Change 204A1 (East Fork A1) from ML1 to ML2-Admin (1.69 miles).
8. Change 0.87 miles of NFSR 424 A (Lizard Head A) from ML1 to ML2-Admin and decommission 1.45 miles of this Road.

The tables below show the ML1 roads in Subarea 7 to be decommissioned under Alternatives B, C, D, and E.

ML1 Roads to Be Decommissioned in Subarea 7

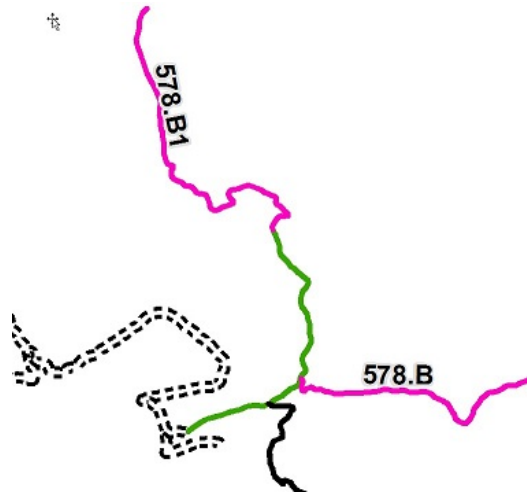
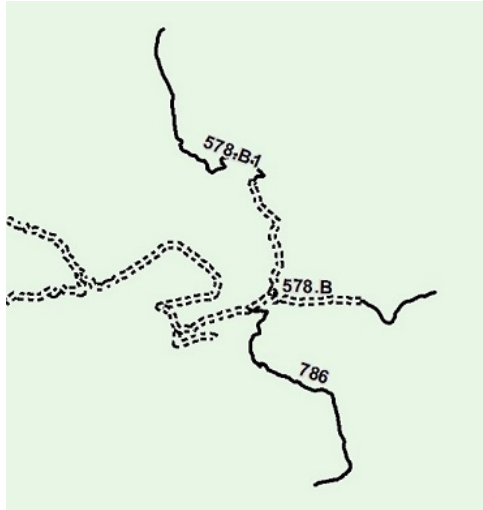
Road Number	Road Name	Total Decommissioned Length, in Miles
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424	Lizard Head	0.27
424.A	Lizard Head A	1.45
496	Barlow	1.39
496.A	Barlow A	0.98

Different Actions by Alternative for NFSR 578 B, and NFSR 578 B 1

Alternative	Actions	Mileages
A	Under Alternative A, no change to the current road designations of 578 B (Tin Can Basin) and 578 B 1 (Tin Can Basin Spur). NFSR 578 B (Tin Can Basin) would be ML2 and NFSR 578 B 1 (Tin Can Basin Spur) would be both ML2 and ML1, with the closure point as shown on the 2012 Visitor Map. (The current closure barrier has degraded and the public currently drives on the ML1 portion.) Actions would be taken to re-establish the closure point.	Maintain 1.20 miles of NFSR 578 B (Tin Can Basin) as ML2 and 0.65 miles of ML1. Maintain 0.86 miles of NFSR 578 B 1 (Tin Can Basin Spur) as ML2 and 1.73 miles as ML1.
B	NFSR 578 B (Tin Can Basin) and 578 B 1 (Tin Can Basin Spur) would be closed near the junction with NFSR 578 (Hermosa Park/Barlow) and converted to a single-track Trail, which would be motorized under Alternatives B, C, and D and non-motorized under Alternative E.	Maintain 0.12 miles of NFSR 578 B (Tin Can Basin) as ML2 (at intersection with NFSR 578 (Hermosa Park/Barlow)). Convert 0.62 miles of NFSR 578 B (Tin Can Basin) to single-track trail. Decommission 0.68 miles of ML2 and 0.65 miles of ML1. Convert 0.82 miles of ML2 NFSR 578 B 1 (Tin Can Basin Spur) to a single-track trail. Decommission 0.04 miles of ML2 and 1.73 miles of ML1.
C	Same as B	Same as B
D	Same as B	Same as B
E	Same as B, but prohibit motorcycle use on the Trail, since East Fork Trail would be non-motorized.	Same as B

On the map insets below, green roads would convert to trail use and pink lines would be decommissioned under Alternatives B, C, D, and E.



Subarea 8 – Ryman Creek, Lower Ryman, Scotch Creek, and NFSR 564

Trail Actions Common to Alternatives B, C, D, and E

1. Extend Corral Draw Trail approximately 350 yards to the northwest, across the Colorado Trail, and tie it in to NFSR 550 (Scotch Creek), which connects to NFSR 564 (Divide).
2. Add a spur road if needed to accommodate popular dispersed camping at the corrals off of NFSR 564 (Divide), near Ryman Creek Trailhead (requires field review and separate NEPA).
3. Remove Motorcycle as a Managed Use on Ryman Creek Trail.
4. Decommission a section of Ryman Creek Trail.



Road Actions Common to Alternatives B, C, D, and E

1. Keep current designation (Open to All Types of Motor Vehicles) for NFSR 550 1 (Scotch Creek) or NFSR 564 (Divide).
2. Decommission 0.28 miles of NFSR 564 D (Divide D).

Subarea 9 – Bear Creek, Little Bear, Grindstone, Rough Canyon, and Hillside Drive

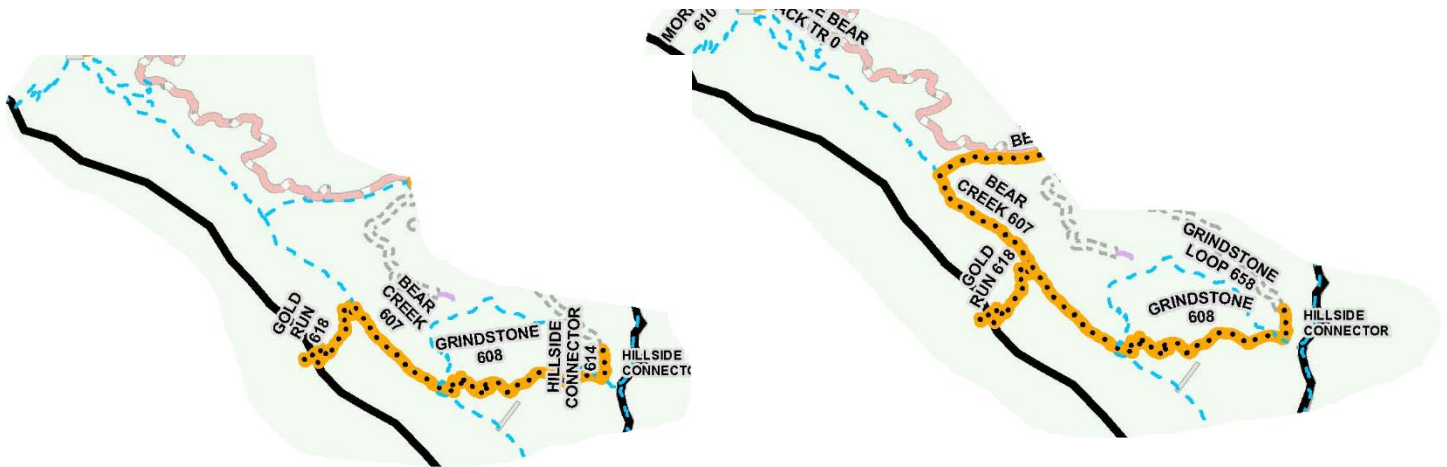
Trail Actions Common to Alternatives B, C, D, and E

1. Add the existing Little Bear Pack Loop Trail (1.73 miles) and Pack Connector (0.52 miles) to the system as non-motorized trails.
2. Change the end of Grindstone Trail (0.27 miles) to a non-motorized trail where it intersects with the Colorado Trail so that a motorized trail does not “dead-end” at a non-motorized trail.

Different Actions by Alternative for the Bear Creek Drainage Trails

Alternative	Actions
A	Allow motorcycle use on Bear Creek, Gold Run, Grindstone, and Little Bear Trails
B	Allow motorcycles to use the middle third of Bear Creek Trail and all of Gold Run, Grindstone, and Little Bear Trails. Remove motorcycle use from the lower third of Bear Creek Trail. Add Motorcycle as a Managed Use to the Hillside Connector for a connection to Hillside Drive
C	Allow motorcycles use the Gold Run and Grindstone Trails and the section of Bear Creek Trail between those two trails to provide a connection. Remove motorcycle use from lower third of Bear Creek Trail and Little Bear Trail. Add Motorcycle as a Managed Use to the Hillside Connector for a connection to Hillside Drive.
D	Remove motorcycle use from Bear Creek, Gold Run, Grindstone, and Little Bear Trails entirely.
E	Same as D

The maps below show Alternative C on the left and Alternative B on the right. Alternatives D and E would remove motorcycles from all of Bear Creek Trail.



Road Actions Common to Alternatives B, C, D, and E

1. Decommission the last 0.24 miles of NFSR 358 (Grindstone). No change to the remainder of this road Open to All Types of Motor Vehicles, ML2 (3.23 miles).
2. No changes proposed on 0.70 miles of NFSR 208 (Rio Lado) (ML2 and Open to All Types of Motor Vehicles). Decommission the remaining 0.86 miles of this road.
3. Shorten the ML3 portion of NFSR 436 (Hillside Drive) by approximately 0.69 mile and convert that 0.69 portion to ML2.
4. No changes proposed for NFSR 435 (Roaring Fork) – Open to All Types of Motor Vehicles.

The tables below show the ML2 and ML1 roads in this Subarea to be decommissioned:

ML2 Road to Be Decommissioned in Subarea 9

Road Number	Road Name	Total Decommissioned Length, in Miles
208	Rio Lado	0.86
358	Grindstone	0.24

ML1 Roads to Be Decommissioned in Subarea 9

Road Number	Road Name	Total Decommissioned Length, in Miles
208.A	Rio Lado A	1.28
208.A1	Rio Lado A1	0.58
208.C	Rio Lado C	1.93
208.D	Rio Lado D	0.74
358.B	Grindstone B	0.43
436.A1	Hillside Drive A1	0.84