

DRAFT



United States Department of Agriculture
Forest Service

Hermosa Creek Watershed Recreation and Travel Management Project

DRAFT Decision Notice

**Columbine Ranger District, San Juan National Forest,
La Plata and San Juan Counties, Colorado**

Townships 36-40 North, Ranges 9-11 West, N.M.P.M.

MATT J. JANOWIAK
Columbine District Ranger

DATE



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Background

The Hermosa Creek Watershed Management Plan Environmental Assessment (EA) associated with this Decision Notice documents four alternatives that were analyzed in detail for resource impacts associated with recreation and travel management in the Hermosa Creek watershed. The EA can be obtained at the Columbine District Office or online (see contact information at the bottom of this document). The project area is located on the Columbine Ranger District of the San Juan National Forest. The project area encompasses approximately 107,900 acres of federal lands within the Hermosa Creek watershed, which is located north of Durango, within La Plata and San Juan Counties, Colorado, Townships 36-40 North, Ranges 9-11 West, N.M.P.M.

Planning level decisions being made concurrently, including the adoption of a Hermosa Creek Watershed Management Plan, are discussed in the *Hermosa Creek Watershed Management Plan Decision Notice*, being prepared alongside this project level decision. Through the use of a single EA with coordinated analysis, the Forest Service (FS) has ensured that both planning level and project level decisions are compatible and that both decisions are consistent with the existing Forest Plan and with the purposes, prohibitions, and requirements of the legislation.

Public Involvement and Tribal Consultation

The proposal was listed in the SJNF's Schedule of Proposed Actions beginning in March 2015. An open house and a public meeting were held in March 2015 to set the stage for the planning process to come, and to solicit public input on issues, concerns, and opportunities that should be addressed in the Hermosa Plan. Press releases, emails, and direct mailing of letters were also utilized to solicit input. Four public field trips were held throughout the watershed in the summer of 2015, to observe and discuss issues and uses on the ground. One public winter field trip was also held in February 2016. In June 2016, an *Initial Draft Proposed Action* document was released, laying out the FS's ideas of what the Hermosa Plan should include in the way of Forest Plan amendments and recreation and travel management proposals. Official scoping concluded in October 2016.

Opportunities for public comment continued for a 30-day period beginning in June 2017 following the issuance of the EA in pre-decisional draft form. The comment period was announced with a press release, direct mailing to those who previously showed interest, and a legal notice in the *Durango Herald* newspaper. A public meeting was also held on June 22, 2017, and for the first time on the SJNF, an on-line interactive mapping website was provided with the option to submit comments through that format. Comments in response to the draft EA were received from about 80 sources. A FS response to those comments is posted on the website, located in the project file, and available upon request. Key comments and how they were considered in this decision are discussed below in the rationale section of this Decision Notice. This decision makes two changes from the Proposed Action, based on comments received, also discussed below.

Tribal consultation with approximately 26 tribes and pueblos that are culturally affiliated and traditionally associated with the SJNF occurred, beginning with scoping and continuing throughout the planning process. Several field trips and presentations to tribal representatives were held, and comments from three tribes or pueblos have been received.

Decision and Reasons for the Decision

Decision

The need for recreation planning is to comply with the requirements of the Travel Management Rule (36 CFR 212) and Executive Orders 11644 and 11989, and the Hermosa Creek Watershed Protection legislation (P.L. 113-291), to provide for a range of recreational opportunities, to provide a long-term plan for developed recreation in the watershed, and to address resource impacts caused by recreational and transportation activities within the watershed. This decision designates a system of roads, trails, and areas by vehicle class and time of year, including both over-ground and over-snow designations, and designates allowable uses on trails (36 CFR 212 Subparts B and C). The decision also identifies the minimum road system needed for safe and efficient travel, and for administration, utilization, and protection of FS lands, designates the administrative maintenance levels of those roads, identifies unneeded roads (36 CFR 212 Subpart A), and designates where off-road motorized and mechanized travel for dispersed camping and day-use parking is allowed. The decision will also result in the verification and/or 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 will be displayed on the Forest Visitor Use Map or other FS-generated maps.

Based upon my review of the EA, the project record, and the comments received during the 30-day public comment period, I have selected Alternative 2, the Proposed Action, Modified, with the following changes:

- The Cutthroat Trail will receive the special designation of allowing Class 1 e-bikes for its entire length.
- An OHV bypass trail designated for mechanized and motorized vehicles 62" wide or less is authorized, and will be constructed before restriction of motorized mixed uses on Road 578 occurs.

In brief, this Decision authorizes the following key management actions:

- Restriction of all motorized and mechanized over-ground vehicles to designated roads, trails, and dates.
- Designation, by individual road and trail, of authorized types of vehicles and seasons of use. See Figure 1 and Tables 1 and 2.
- Identification of the minimum road system needed for the safe and efficient travel and for administration, utilization, and protection of FS land, and identification of unneeded roads, by accepting recommendations made during the Travel Analysis Process. See Table 1.
- Restriction of all motorized and mechanized over-snow vehicles to designated areas when there is adequate snow cover. See Figure 2.
- Prohibition of mixed motorized use on a segment of Hermosa Park Road 578, and associated construction of an OHV bypass trail or staging area.
- Restriction of driving one vehicle length off-road with a motorized or mechanized vehicle, applicable along the Hermosa Park Road 578 corridor.
- Restriction of driving one vehicle length off-trail with a motorized or mechanized vehicle, applicable along all trails.

- Restriction of driving 300' off-road with a motorized or mechanized vehicle, applicable along all open roads (except Road 578 corridor).
- Construction of a developed fee campground south of the creek at the upper Hermosa Trailhead, and redevelopment of the trailhead.
- Construction of two full-sized bridges, on Roads 577 and 578.
- Decommissioning of Sig Creek Campground as a developed fee campground.
- Prohibits dispersed camping along Lower Hermosa Road 576.
- Re-location of the Colorado Trail at Tin Can Basin.
- Delegation to the Dolores District Ranger of the disposition of Road 578B.

Further details about the Selected Alternative can be found in the description of Alternative 2 in the EA (pages 67-98) and figures and tables in this Decision Notice.

Design Criteria were developed to ease some of the potential impacts. These are part of my decision and will be implemented, unless a waiver is granted in writing by the District Ranger. Waivers may be granted due to changing or unanticipated conditions, such as unusual weather conditions, provided that environmental consequences would be within the range of impacts analyzed in the EA.

- Authorized facilities, roads, and trail upgrades would not occur unless funding is secured for construction and long-term maintenance.
- New uses on existing trails, or adding new trails to the system, would not be implemented until those trails have received specific input from FS specialists and meet satisfactory standards.
- Sig Creek Campground and its toilet would not be decommissioned until the proposed new campground is built as a replacement.
- Parking a motorized or mechanized vehicle off of an open system road or trail *for any purpose* would 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* would 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* would 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 would 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.

- Impacts to the fen at Tin Can Basin from the existing road would be mitigated; type of actions depend on which alternative is chosen, 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 would 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 would 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 this document or not cleared as part of this process, may require additional cultural and/or threatened, endangered, and sensitive species clearances, and/or another NEPA decision prior to implementation. These activities may also need 404 permits. 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 would be identified and implemented.

I am delegating the designation of an approximately 0.6 mile segment of the East Fork Trail 638 and the coincident segment of the Tin Can Basin Road 578B to the Dolores District Ranger as part of the Rico-West Dolores Travel Management decision. This is because this trail is primarily on, and managed by, the Dolores Ranger District.

I wish to emphasize and clarify how the timing of parts of my decision will be implemented. To re-iterate one of the Design Criteria, implementation of certain elements of this decision “will not occur unless funding is secured for construction and long-term maintenance.” Because there will likely be delays in securing funding for large-ticket items, implementation of other elements will consequently be delayed. These include:

- Acceptance and opening of Cutthroat Trail and West Cross Trail 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.

- Prohibition of motorized mixed uses on a segment of Road 578 would not occur until either an OHV bypass or staging area is built. This is a priority for future implementation. Because the bypass was only conceptually mentioned in the EA, I will allow up to three years for FS staff, in cooperation with Purgatory ski area and motorized user groups, to show significant progress on locating and designing the bypass alignment, conducting necessary clearances, securing financing, and constructing the bypass. Motorized mixed uses would continue to be allowed during this timeframe, with interim safety mitigation measures. If significant progress on the bypass is not made within this timeframe, then the OHV staging area at the Elbert Creek Road junction would be built and mixed uses would then be prohibited on the segment of Road 578.
- Decommissioning of Sig Creek Campground as a developed campground will not occur until the new campground is built.
- Dispersed camping along Road 577 would not be prohibited until the new campground is built.
- Since I am delegating the decision regarding a segment of the Tin Can Basin Road 578B to the Dolores District Ranger, the need for and timing of implementation of a parallel segment of the Colorado Trail will depend on the outcome of that decision.

Rationale, Consideration of Comments, and Other Alternatives Considered

I considered four alternatives in detail, including the Proposed Action. Factors I considered in making my decision included the need for the action, analysis of impacts by FS staff specialists, consequences of implementing each item of each alternative, best available science used in the analysis, and issues and public comments.

I selected the Proposed Action (Alternative 2), Modified, because when compared to the other alternatives, it will best meet the need for the project and the purposes of the legislation, while still providing a balance of recreational opportunities, will help implement Desired Conditions found in the Forest Plan, and will implement Hermosa-specific forest plan guidance that is being adopted concurrently.

One modification from the Proposed Action that I chose from Alternative 3 is the special designation on the entire length of the Cutthroat Trail allowing Class 1 e-bikes. I received multiple comments requesting this designation, so I reconsidered it. Impacts analyses did not reveal any additional unacceptable resource or social impacts by allowing e-bikes on this trail along with regular bikes. Additionally, this would provide a logical connection from the other e-bike trails at Purgatory to get to the Hermosa Park Trail without having to ride on the busy Hermosa Park Road, and would eliminate a potential point of confusion as to what point along the Cutthroat Trail e-bikes would be disallowed.

The second modification that I chose from Alternative 3 is to authorize the construction of an OHV trail that will bypass a segment of Road 578; this segment contains the majority of the switchbacks prior to the junction with the Elbert Creek Road. The reason for the 62" width designation is so that side-by-side UTVs can access the road network beyond, or can access the ski area if they are coming over from the Dolores Ranger District. By authorizing this bypass, the majority of the mixed use concerns will be addressed by separating motorized uses on all but one of the switchbacks on the road. The addition of this trail will not exceed Forest Plan motorized route density guidelines.

I did not choose Alternative 1, No Action, because it would not meet the requirements in the Travel Rule or the legislation. The No Action Alternative is the existing condition and was used as a basis for comparison of impacts between the alternatives.

I did not choose Alternative 3, Emphasis on Active Management, because it contained elements that would create impacts that were counter to direction in both the Forest Plan and the legislation. Specifically, addition of motorized routes (Pasture Creek and Upper Dutch) would increase the motorized route density, when those areas already do not meet the FP guideline for elk production units. Additionally CPW and the Southern Ute Tribe expressed opposition to adding motorized use to the Upper Dutch Trail. I am authorizing the current configuration of motorized trails in the units that exceed the Forest Plan guideline because there is no logical way to reduce motorized routes without eliminating either a major access road or part of an important motorized trail loop. Additionally, I did not choose Alternative 3 because it does not reduce the minimum road system and is not financially sustainable now that commercial timber harvest in the SMA is prohibited by the legislation.

I did not choose Alternative 4, Emphasis on Less Disturbance, because it contained elements that would create unacceptable impacts by roads to water quality and fish habitat: this alternative does not contain the bridges on Roads 577 or 578, which I would like to authorize, so that the low water crossings and their impacts on the creeks can be eliminated. I also cannot choose the campground to be located north of the creek at the currently dispersed camping location because too much of that location is within the 100-year floodplain. I would also like to provide as much dispersed camping opportunity as possible along Road 578 to accommodate current and future demand, but this alternative would designate fewer of the camp spurs and would reduce the opportunity. Alternative 4 also included a two-week shorter open season on roads and trails west of the ski area, which I did not see the need to include.

My decision considered the following general criteria for designation of roads, trails, and areas as required under the Travel Rule (36 CFR 212.55(a)). These criteria are addressed in the EA in the following sections:

- Natural Resources - EA Section 5.0, Wilderness, Watershed/Riparian/Water, Vegetation, Fisheries, and Wildlife.
- Cultural Resources - EA Section 5.0, Heritage/ Cultural.
- Public Safety - EA Section 5.0, Recreation.
- Provision of Recreation Opportunities - EA Section 5.0, Recreation.
- Access Needs - EA Section 5.0, Recreation, Vegetation, Road/Trail/Facilities Costs.
- Conflicts Among Use of the NF System - EA Section 5.0, Recreation.
- Need for Maintenance and Administration that would arise - EA Section 5.0, Road/Trail/Facilities Costs.
- Availability of resources for maintenance and administration - EA Section 5.0, Road/Trail/Facilities Costs.

My decision also identifies, considers, and applies the specific criteria (commonly known as the minimization criteria) for both over-ground and over-snow designation of motorized trails and areas, as required under the Travel rule (36 CFR 212.55(b)). “Minimization” as used in the Travel Rule and underlying Executive Order is not defined, and case law has established that the “FS comply with the minimization criteria in a manner that is feasible, prudent, and reasonable in light of the agency’s multiple use mandate” and does not impose an “absolute, discernible limit” on off-

road motorized use (*WildEarth Guardians v. USFS*, 9th Cir. 2015, No. 12-35434). Thus, the application of the minimization criteria does not require the complete elimination of impacts or conflicts. Following are examples of how I considered these criteria with the objective of minimizing impacts:

- Damage to soil, watershed, vegetation, and other forest resources. I considered minimizing the impacts to natural resources through this decision. I chose not to designate the Graysill-to-Bolam trail because the impacts to wet soils would have been too high. I chose to implement seasonal closures for trails to help protect soil and watershed conditions during spring and fall wet conditions. I also chose to include a Design Criteria as part of my decision that requires newly-adopted trails to be brought up to satisfactory conditions before they are opened in order to minimize negative impacts to watershed and soils.

I considered minimization of impacts from over-snow motorized vehicles in designating open areas. There were some comments alleging that we were not using the most recent and best available science regarding impacts of winter recreation and over-snow travel on wildlife and the subnivean environment. I considered the scientific literature provided by both motorized and non-motorized advocates, and the most recent literature available regarding over-snow impacts. I concluded that the extent of over-snow usage that the Hermosa receives is not a concern to fragile environments (riparian, wetland, or alpine) because these fragile areas receive only dispersed over-snow usage. The majority of over-snow usage in the Hermosa is on road beds that are groomed under permit. I can minimize impacts to fragile environments through specifying where groomed routes are permitted. I also added required monitoring that will allow the FS to identify impacts from snow compaction in Hermosa Park, and adjust usage patterns if needed.

- Harassment of wildlife and significant disruption of wildlife habitats. Impacts to wildlife were considered and minimized through my decision. I chose the seasonal closure dates in part to reduce winter disturbance to big game. Additionally, my decision not to add the Pasture Creek motorized loop, and not to add motorized use to the Upper Dutch Trail will minimize disturbance to wildlife year-round, and keeps the motorized route density lower.

I also considered impacts to wildlife from designating over-snow open areas. Recent information from local winter recreation studies at nearby Molas Pass (*unpublished data*) detected lynx use in areas with moderate to high levels of winter motorized and non-motorized recreation. Detection of snow tracks and animal sightings in the Purgatory Ski Area confirm lynx use some portions of the Hermosa project area during winter in areas where high human recreation is also present; therefore my decision does not create significant disruption or harassment during the winter.

- Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands. I considered this criteria and have chosen to keep Upper Dutch Trail non-motorized specifically so that conflicts between motorized users and non-motorized are minimized; this is a change from the original proposed action which would have made it motorized. I did not choose to eliminate any motorized trail use, even though some commenters felt there are conflicts with other uses, because the configuration of motorized trail that currently exists is a reasonable percentage of all the trails in the watershed (32%, not counting e-bike only

motorized trails). I provided the opportunity for a new class of motorized use (e-bikes) where conflicts with non-motorized users will be minimal because those are not popular hiking trails. I feel that non-motorized users have ample opportunity to avoid motorized users, including the entire new Hermosa wilderness area, and that this adequately minimizes conflicts.

There are currently no conflicts in the winter between motorized uses and non-motorized uses in the designated over-snow open areas because the open areas are too far from road access for non-motorized users. There are also the approximately 73,000 other acres in the watershed that will provide opportunity for non-motorized and non-mechanized winter recreation. Therefore, my decision considers conflicts between these winter user-groups.

The only neighboring federal land that is connected to, or affected by, my designations of motorized trails or areas in the Hermosa watershed is the Dolores Ranger District; No connected motorized trails are affected by my decision, but over-snow open areas do have shared boundaries. However, as previously stated, since there are no existing conflicts between motorized winter uses and other uses, my decision adequately addresses this criteria.

- Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands. I am not aware of any conflicts between different classes of motorized uses in either the summer or winter in this landscape. Therefore my decision does not impact conflicts between these groups, and adequately addresses this criteria.

I have chosen to eliminate motorized mixed uses on a segment of Road 578 primarily in order to eliminate safety concerns, but this could have the potential to also minimize conflicts between OHVs and full-sized vehicles.

My decision excludes the only motorized trail (East Fork Trail) that connects to the adjacent district, so neighboring federal lands will not be impacted conflicts between motorized users groups on this trail will be addressed in another decision.

- Compatibility of motor vehicle use with the existing conditions in populated areas, taking into account sound, emissions, and other factors. I considered this criteria and concluded that my decision regarding motorized usage does not affect populated areas. This is because the Hermosa watershed is self-contained; the topography of the watershed shelters nearby private lands from noise and other potentially incompatible impacts. The nearest residential areas are about 2 miles south of the project boundary in the Lower Hermosa vicinity, and at the base area of Purgatory Ski Area. Neither of these areas can hear motorized trail uses in the Hermosa or are affected by my designations.

My decision also considered specific criteria for designation of roads as required under the Travel Rule (36 CFR 212.55(c)) through the *Engineering Report for Motorized Mixed Use*. Speed, volume, composition, and distribution of traffic on roads was considered, along with compatibility of vehicle class with road geometry and surfacing. These recommendations in this report are the reason I chose to prohibit motorized mixed use on an approximately 1.2 mile segment of Road 578. I am allowing three years for the FS to address impacts that closing that road to OHVs would have on the public, outfitters, and private land owners. I believe authorizing an OHV bypass is a better solution than requiring all OHVs to be trailered to a staging area.

I closely considered comments that were received from the public. Please refer to the *Response to Comments* document for a point-by-point response, including the fact that the FS studied the possibility of a trail connector between the Colorado Trail and the Hermosa Trail. I feel I have adequately considered and responded to each comment in that document and do not need to repeat rationale here.

Additionally, several suggestions and alternatives were dismissed from detailed analysis. These, and the reasons for their dismissal are described in the EA on pages 15-17.

Finding of No Significant Impact (FONSI)

After considering the environmental effects described in the EA, I have determined that these actions will not have a significant effect on the quality of the human environment considering the context and intensity of impacts (40 CFR 1508.27). Thus, an environmental impact statement will not be prepared. I base my finding on the following:

1. My finding of no significant environmental effects is not biased by the beneficial effects of the action.
2. There will be no significant effects on public health and safety, because while certain elements of the authorized action may slightly increase public safety (EA Recreation Impact Analysis, pages 104-110), the actions being authorized are small and site specific and do not alter public safety in a significant manner.
3. There will be no significant effects on unique characteristics of the area, because there are no prime or unique farmlands, Wild and Scenic Rivers, or parklands in the project area (EA p.99). Impacts to other unique characteristics such as historic or cultural resources, wetlands, Colorado Roadless Areas, wilderness, and the SMA are described in the (EA Section 5.0); none of these resources will incur significant impacts from the actions.
4. The effects on the quality of the human environment are not likely to be highly controversial. Two commenters suggested the FS review additional scientific literature regarding impacts of over-snow travel, which I have done. I do not believe the literature provided is conflicting research; rather, it presents an evolution of knowledge and impacts over time and as equipment advances. I also believe results of studies are highly dependent on the locations, methodologies, and site-specific circumstances, so results cannot always be assumed to be applicable in all locations.
5. The FS has considerable experience with the types of activities to be implemented. The effects analysis shows the effects are not uncertain, and do not involve unique or unknown risk (EA Section 5.0 Environmental Analysis of Impacts).
6. The action is not likely to establish a precedent for future actions with significant effects, because future decisions will require their own analyses.
7. The cumulative impacts are not significant (EA Cumulative Effects discussions in EA Section 5.0).
8. Site-specific field surveys and records searches were performed, and consultation was conducted with SHPO, resulting in the determination that the actions will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or cause loss or destruction of significant scientific, cultural, or historical resources (EA pages 171-173).

9. Biological Assessments were conducted for plants, fish, and animals, and it was determined that the actions will not adversely affect any endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species act of 1973 (EA pages 133, 139, 145-146, 149-152). The USFWS concurred with these findings.
10. The action will not violate known Federal, State, and local laws or requirements for the protection of the environment. Applicable laws and regulations were considered in the EA (EA Section 5.0). The action is consistent with the San Juan National Forest Land and Resource Management Plan.

Findings Required by Other Laws and Regulations

This decision to authorize the proposed action is consistent with the intent of the Forest Plan's long term Desired Conditions and Objectives. The project was designed in conformance with land and resource management plan Standards and Guidelines. The Forest Plan provides the framework for the action proposed here, and the Columbine District is undertaking the action as one step in implementing the Forest Plan, as required by the Forest and Rangeland Renewable Resources Planning Act of 1974 (RPA, P.L. 93-378) and the National Forest Management Act of 1976 (NFMA, P.L. 94-588).

The FONSI summarizes why the project will not have a significant effect on the quality of the human environment. The FONSI includes a discussion of the context and intensity of the project impacts, and how the project is in conformance with other laws and regulations.

The project complies with requirements of the National Environmental Policy Act, the Clean Air Act, the Clean Water Act, the National Forest Management Act, the Endangered Species Act, and the National Historic Preservation Act.

The project is in compliance with Executive Order 12898 on Environmental Justice. According to US Census Bureau 2010 data, the populations of Archuleta County, La Plata County, Durango, Bayfield, and Ignacio are not predominantly minority or low-income populations.

All practical means to avoid or minimize environmental harm have been adopted in the design of the selected alternative. My conclusion is based on an evaluation of the record that shows a thorough review of relevant scientific information, a consideration of responsible opposing views, and the acknowledgement of incomplete or unavailable information, scientific uncertainty, and risk. The environmental analyses disclosed in the EA identify the effects analysis methodologies, reference scientific sources which informed the analysis, and disclose limitations of the analysis.

Implementation Date

Regulations at 36 CFR 218 provide for a pre-decisional administrative review (objection) rather than a post-decisional appeal process. Pursuant to 36 CFR 218.12, if objections are received, I may not sign the Decision Notice until the Reviewing Officer has responded in writing to all pending objections. Based on the discussions and findings in that review, I will issue a final decision. My decision will be consistent with the final review on the project.

If no objections are received, I may sign the Decision Notice five business days after the close of the objection filing period. Implementation may begin immediately after the decision notice is signed.

Administrative Review or Objection Opportunities

This draft decision is subject to administrative review (objection) pursuant to 36 CFR Part 218. For this project, 36 CFR 218 Subparts A and B apply.

After this draft Decision Notice/FONSI and Final EA are made available to the public, a legal notice announcing the objection period for this project will be published in the *Durango Herald* newspaper, which is the newspaper of record. Objections must be submitted within 45 calendar days following the publication of this notice in the *Durango Herald*. The publication date in the newspaper of record is the exclusive means for calculating the time to file an objection. Those wishing to object should not rely upon dates or timeframe information provided by any other source. The regulations prohibit extending the time to file an objection.

Objections will only be accepted from those who have previously submitted specific written comments regarding the proposed project during scoping or other designated opportunity for public comment in accordance with 36 CFR 218.5(a). Issues raised in objections must be based on previously submitted timely, specific written comments regarding the proposed project unless based on new information arising after designated comment opportunities.

Objections, including attachments, must be in writing and filed with Objection Reviewing Officer, Forest Supervisor Kara Chadwick as follows:

Postal service and street delivery address:

Objection Reviewing Officer,
Forest Supervisor Kara Chadwick,
San Juan National Forest,
15 Burnett Court,
Durango, CO 81301

Hand-delivery is accepted Monday through Friday, 8:00 a.m. to 4:30 p.m., excluding holidays.

or via FAX: 970-385-1386

or via Email: r02f13admin_review@fs.fed.us

Electronically mailed objections must be submitted in an email message, plain text (.txt), Word (.doc or .docx), Portable Document Format (.pdf), or Rich Text Format (.rtf) file formats.

The objection must contain the minimum content requirements specified in §218.8(d) and incorporation of documents by reference is permitted only as provided in §218.8(b). It is the objector's responsibility to ensure timely filing of a written objection with the reviewing officer pursuant to §218.9. All objections are available for public inspection during and after the objection process.

At a minimum an objection must include the following (36 CFR 218.8(d)):

- 1) The objector's name and address, with a telephone number, if available;
- 2) a signature or other verification of authorship upon request (a scanned signature for Email may be filed with the objection);
- 3) when multiple names are listed on an objection, identification of the lead objector (verification of the identity of the lead objector shall be provided upon request);

- 4) the name of the proposed project, the name and title of the Responsible Official, and the name(s) of the National Forest(s) and/or Ranger District(s) on which the proposed project will be implemented; and
- 5) a description of those aspects of the proposed project addressed by the objection, including specific issues related to the proposed project if applicable, how the objector believes the environmental analysis or draft decision specifically violates law, regulation, or policy; suggested remedies that would resolve the objection; supporting reasons for the reviewing officer to consider; and
- 6) a statement that demonstrates connection between prior specific written comments on the particular proposed project or activity and the content of the objection.

Individual members of organizations must have submitted their own comments to meet the requirements of eligibility as an individual. Objections received on behalf of an organization are considered as those of the organization only. If an objection is submitted on behalf of a number of individuals or organizations, each individual or organization listed must meet the eligibility requirement (36 CFR 218.7).

Contact

For additional information concerning this decision, project details, to obtain a copy of the EA or draft DN/FONSI, or to obtain information about the Forest Service objection process, contact Matt Janowiak or Cam Hooley at Columbine Ranger District, POB 439, Bayfield, CO 81122, (970) 884-2512.

You may download the EA and other relevant documents from <https://www.fs.usda.gov/project/?project=43010>.

Figure 1. Over-Ground Roads and Trail Decisions

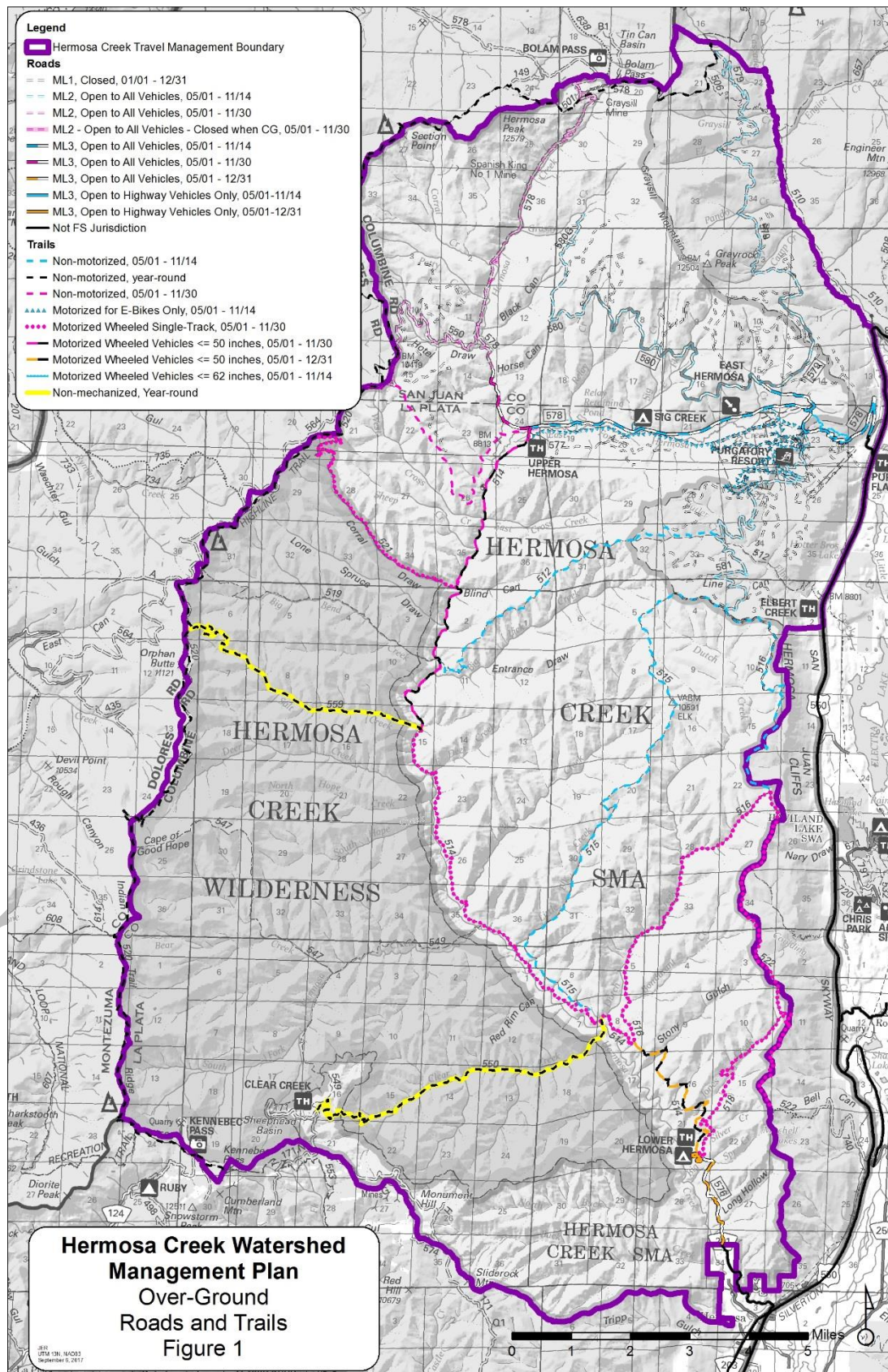


Figure 2. Over-Snow Motorized and Mechanized Open Areas

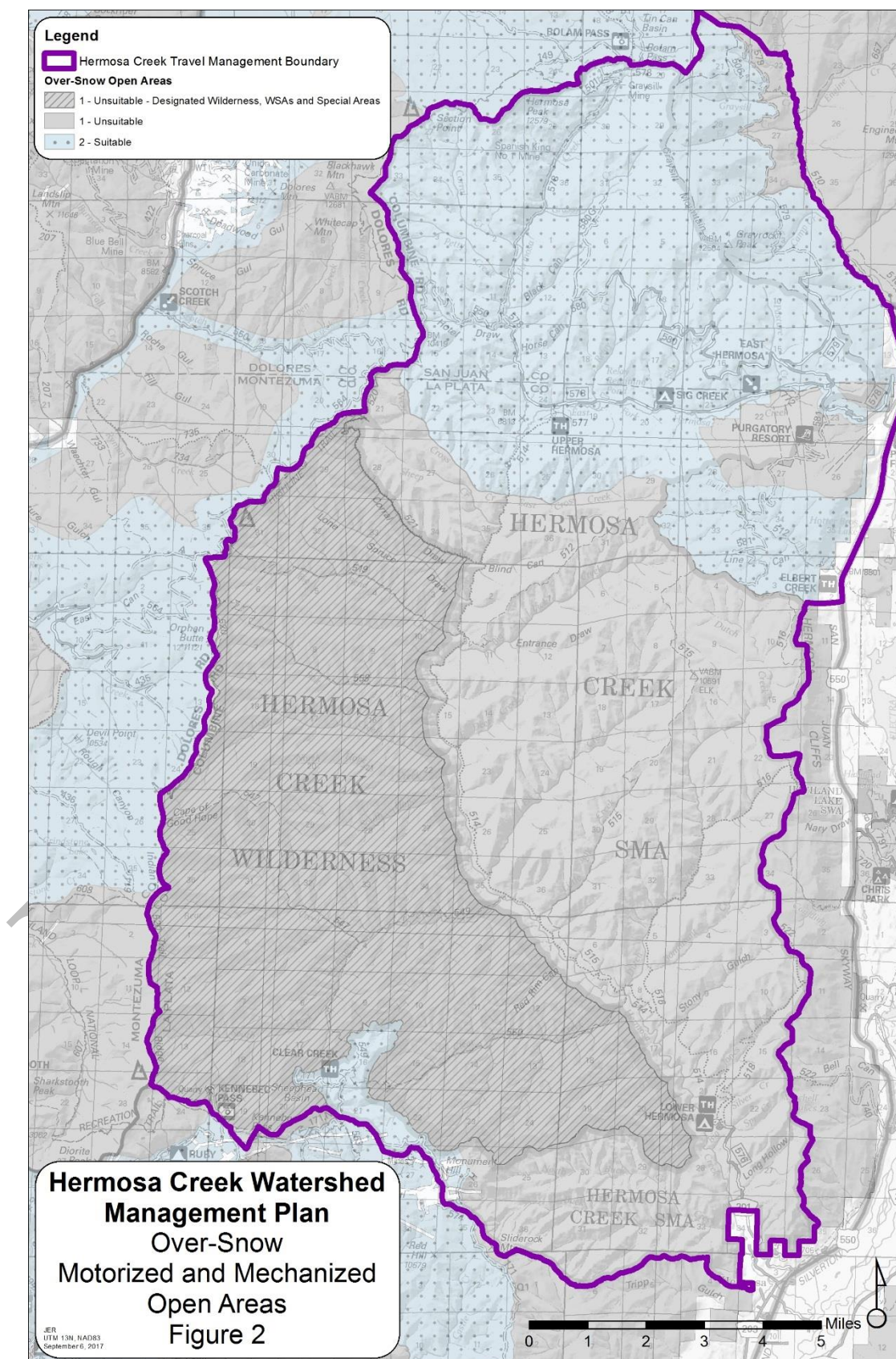


Table 1. Roads Decisions

ID	NAME	MI.	MAINT. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP. 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	0.38	ML1	NO	NO	NA	NO	YES
578.D2	BASESHOT	0.21	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	1.29	ML1	NO	NO	NA	NO	YES
579.E	LOOP E	0.54	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

ID	NAME	MI.	MAINT. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP. 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
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

ID	NAME	MI.	MAINT. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP. CAMP	MIN. ROAD SYSTEM
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	1.54	ML2	All motorized	YES	05/01 - 11/30	NO	YES
578	HERMOSA PARK	6.00	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.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
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

ID	NAME	MI.	MAINT. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP. CAMP	MIN. ROAD SYSTEM
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	8.81	ML2	All motorized	YES	05/01 - 11/14	YES	YES
579	CASCADE DIVIDE	1.56	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	1.54	ML2	All motorized	YES	05/01 - 11/14	YES	YES
580	RELAY CRK	7.02	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	8.42	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)	1.64	ML3	All motorized	YES	05/01 - 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	1.48	ML3	All motorized	YES	05/01 - 11/30	NO	YES
578	HERMOSA PARK	5.44	ML3	All motorized	YES	05/01 - 11/14	NO	YES
578	HERMOSA PARK	1.59	ML3	All motorized	YES	05/01 - 11/14	NO	YES
578	HERMOSA PARK	1.20	ML3	Interim open to all - Highway Legal Vehicles Only when bypass built	YES	05/01 - 11/14	NO	YES
579	CASCADE DIVIDE	1.18	ML3	All motorized	YES	05/01 - 11/14	NO	YES

ID	NAME	MI.	MAINT. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP. CAMP	MIN. ROAD SYSTEM
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.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
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
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

ID	NAME	MI.	MAINT. LEVEL	OVER-GROUND MOTOR. USE	OVER-GROUND MECH. USE	SEASON OVER-GROUND MOTO/MECH	300' FOR DISP. CAMP	MIN. ROAD SYSTEM
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
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	0.21	Non-System	NO	NO	NA	NO	NO
581.E	LINE CANYON E	1.16	Non-System	NO	NO	NA	NO	NO
581.L	PURGATORY LIFT 3	0.94	Non-System	NO	NO	NA	NO	NO

ID	NAME	MI.	MAINT. LEVEL	OVER- GROUND MOTOR. USE	OVER- GROUND MECH. USE	SEASON OVER- GROUND MOTO/MECH	300' FOR DISP. CAMP	MIN. ROAD SYSTEM
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

Table 2. Trails Decisions

ID	NAME	MI.	TRAIL CLASS	OVER-GROUND MOTORIZED TYPE	OVER- GROUND MECH. USE	SEASON OVER- GROUND MOTO/MECH	300' FOR DISP. CAMP
501	BLACKHAWK - CO.TRAIL	10.59	TC2 - MODERATELY DEVELOPED	NO	YES	01/01 - 12/31	NO
507	RICO-SILVERTON - CO.TRAIL	3.62	TC3 - DEVELOPED	NO	YES	01/01 - 12/31	NO
512	ELBERT CREEK	1.74	TC3 - DEVELOPED	NO	YES	05/01 - 11/14	NO
514	HERMOSA CREEK	8.63	TC3 - DEVELOPED	Motorcycle	YES	05/01 - 11/30	NO
514	HERMOSA CREEK	6.52	TC3 - DEVELOPED	50 inches wide or less	YES	05/01 - 11/30	NO
514	HERMOSA CREEK	4.00	TC3 - DEVELOPED	50 inches wide or less	YES	05/01 - 12/31	NO
515	LITTLE ELK CREEK	10.98	TC2 - MODERATELY DEVELOPED	NO	YES	05/01 - 11/14	NO
516	DUTCH CREEK	5.84	TC3 - DEVELOPED	Motorcycle, single track	YES	05/01 - 11/30	NO
516	UPPER DUTCH CREEK			NO	YES	05/01 - 11/31	NO
518	JONES CREEK	4.16	TC3 - DEVELOPED	Motorcycle, single track	YES	05/01 - 11/30	NO
520	HIGHLINE - CO.TRAIL	20.54	TC3 - DEVELOPED	NO	YES	01/01 - 12/31	NO
521	CORRAL DRAW	5.37	TC3 - DEVELOPED	Motorcycle, single track	YES	05/01 - 11/30	NO
522	PINKERTON-FLAGSTAFF	6.77	TC3 - DEVELOPED	Motorcycle, single track	YES	05/01 - 11/30	NO
622	SLIDEROCK - CO.TRAIL	0.60	TC2 - MODERATELY DEVELOPED	NO	YES	01/01 - 12/31	NO
638	EAST FORK	0.60	delegate to Dolores RD	delegate to Dolores RD	delegate to Dolores RD	delegate to Dolores RD	NO
	BIG LICK	5.29	TC3 - DEVELOPED	NO	YES	05/01 - 11/14	NO
	BRUSHRAKE ROAD LOOP	0.55	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	CUTTHROAT	~4.98	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	GOO CREEK	0.88	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	GOO CREEK / LOS PINOS	0.63	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	GOO CREEK / PAUL'S PARK	0.57	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	GOO CREEK / PAUL'S PARK	0.51	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	GOO CREEK / PAUL'S PARK	0.25	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	HARRIS PARK LOOP	0.63	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	HARRIS PARK LOOP	0.09	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	HARRIS PARK LOOP	0.45	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	LIFT 8 BYPASS	0.41	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	LOS PINOS	0.36	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	LOS PINOS	0.62	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	LOS PINOS	0.26	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	OHV BYPASS	~1.11	TC3 - DEVELOPED	62 inches wide or less	YES	05/01 - 11/14	NO
	PAUL'S PARK	0.22	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO

ID	NAME	MI.	TRAIL CLASS	OVER-GROUND MOTORIZED TYPE	OVER- GROUND MECH. USE	SEASON OVER- GROUND MOTO/MECH	300' FOR DISP. CAMP
	PAUL'S PARK	0.52	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	PAUL'S PARK	0.38	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	PAUL'S PARK	0.30	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	PAUL'S PARK / LOS PINOS	0.18	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	PAUL'S PARK / LOS PINOS	0.43	TC3 - DEVELOPED	E-bikes	YES	05/01 - 11/14	NO
	UPPER DUTCH CREEK	5.20	TC3 - DEVELOPED	NO	YES	05/01 - 11/14	NO
	WEST CROSS CREEK	~4.69	TC2 - MODERATELY DEVELOPED	NO	YES	05/01 - 11/30	NO
Wilderness							
550	CLEAR CREEK	7.16	TC3 - DEVELOPED	NO	NO	NA	NO
559	SALT CREEK	5.62	TC2 - MODERATELY DEVELOPED	NO	NO	NA	NO
Remove From System							
519	BIG BEND	5.39	Non-System	NO	NO	NA	NO
547	NEGLECTED	5.68	Non-System	NO	NO	NA	NO
549	SOUTH FORK	6.89	Non-System	NO	NO	NA	NO