



BLM GJFO Travel Plan Route Report

Route: C100

Segment: 988



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Limited to Vehicles Under 50" wide, Winter Closure

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C100

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C101

Segment: 926



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C101

Commenter Name: Siegfried, Brandon

Submission Code: cfc0092

Organization: Grand Mesa Jeep Club

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23,

22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

☐ Route: C102

☐ Segment: 791



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

☐ Segment: 793



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C102

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

☐ Route: C103

☐ Segment: 790



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C103

No public comments for this Route

☐ Route: C104

☐ Segment: 780



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C104

Commenter Name: Grother, Craig
Submission Code: emc0701

Organization:
Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26,

C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C105

Segment: 751



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C105

No public comments for this Route

 **Route: C106**

 **Segment: 752**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C106

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Reccomended: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C107

Segment: 698



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C107

No public comments for this Route

 **Route: C108**

 **Segment: 697**

Designation



Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed,

vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation Access Dispersed Campsite
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C108

Commenter Name: Siegfried, Brandon
Submission Code: cfc0092

Organization: Grand Mesa Jeep Club
Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW

have been established on all of the Zone C routes listed above.

Route: C109

Segment: 701



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C109

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Reccomended: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Route: C110

Segment: 687



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C110

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Recommened: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C111

Segment: 361



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C111

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Gilliam, Gene

Organization: WSATVA

Submission Code: rmc0087

Reccomended: Limited to Vehicles Under 50" wide

Mostly oil well locations, cattle grazing, and hunting are some of the uses of this public Land. I haven't

seen many hikers or back packers in this area. Camping by hunters mainly. This is a great area to ride in the late spring and early fall Close to home, with wildlife, and scenic views. A place to go with friend and family for a day ride. One historical sight is the Barrel Springs homestead cabin. I, for one, ride the trail along Corral Creek while I'm in the area.C30 111, Great views can be had from Long Point. Hawks can be seen circling, hunting for dinner. There is plenty of sign of all kind of animals. Pictures can be taken of views & wild life. A drink of water and a snack is always welcome with friends and family. PLEASE KEEP THESE TRAILS OPEN TO MOTORIZED USE!!! Keep open. The western slope ATVA rides this area several times a year. Trash is picked up and trail repair is done when needed for safety.

Route: C112

Segment: 813



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C112

No public comments for this Route

Route: C113

Segment: 695



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C113

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C114

Segment: 692



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe

erosion hazards.

- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Horse/Mechanized

Public Comments On Route: C114

Commenter Name: Cox, Kris Organization: COPMOBA- Grand Valley Canyons Chapter
 Submission Code: emc0788 Reccomended: Foot/Horse/Mechanized
 C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association
 Submission Code: emc0912 Reccomended: Foot/Horse/Mechanized
 Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Winans, Scott Organization:
 Submission Code: emc0868 Reccomended: Open (All modes of travel)
 C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Siegfried, Brandon Organization: Grand Mesa Jeep Club
 Submission Code: cfc0092 Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120,

117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Reccomended: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area.

Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

☐ **Route: C116**

☐ **Segment: 458**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Cultural, regulatory signage and potential interpretation

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural Resource Concern
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 3 (Elk Calving)

Public Comments On Route: C116

No public comments for this Route

Route: C117

Segment: 193



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C117

Commenter Name: Siegfried, Brandon

Submission Code: cfc0092

Organization: Grand Mesa Jeep Club

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for

all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C118

Segment: 342



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C118

Commenter Name: Siegfried, Brandon
Submission Code: cfc0092

Organization: Grand Mesa Jeep Club
Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW

have been established on all of the Zone C routes listed above.

Route: C119

Segment: 330



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C119

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C120

Segment: 305



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Range Development

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C120

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C121**

 **Segment: 158**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C121

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C122**

 **Segment: 6456**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C122

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C123**

 **Segment: 118**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site Proximate (200m Buffer)
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C123

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C124**

 **Segment: 117**



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C124

No public comments for this Route

 **Route: C125**

 **Segment: 19787**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 494



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.

- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C125

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C126

Segment: 87



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Designation Following Mitigation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to reduce ongoing damage to known paleontological sites, close routes that are inside or pass through sensitive paleontological sites, or identify mitigation necessary to protect sites.
- Designation was considered to reduce the potential for vandalism or collection of paleontological sites and reduce the number of routes in proximity to known paleontological localities.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C126

Commenter Name: Siegfried, Brandon
Submission Code: cfc0092

Organization: Grand Mesa Jeep Club
Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C127

Segment: 82

Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Wilderness Natural Area:** Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the

authorized officer determines that off-highway vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established.

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Sensitive vegetation species proximate (100m)
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to reduce ongoing damage to known paleontological sites, close routes that are inside or pass through sensitive paleontological sites, or identify mitigation necessary to protect sites.
- Designation was considered to reduce the potential for vandalism or collection of paleontological sites and reduce the number of routes in proximity to known paleontological localities.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C127

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C128

Segment: 99

Designation



Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation County identified recreation vested interest route
- Recreation Access Dispersed Campsite
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to provide access to undeveloped campsites that exist along dead-end spur roads.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 2136



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through

- Paleo Paleontological site Proximate (200m Buffer)
- Recreation County identified recreation vested interest route
- Recreation Access Dispersed Campsite
- Soils Severe Erosion Hazard roads and trails
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to provide access to undeveloped campsites that exist along dead-end spur roads.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C128

No public comments for this Route

Route: C129

Segment: 143

Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Sign the end of route to prevent extension

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C129

Commenter Name: Winans, Scott

Organization:

Submission Code: emc0868

Recommened: Open (All modes of travel)

C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association

Submission Code: emc0912

Recommened: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Recommened: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important

Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route: C130

Segment: 120



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Potential mitigation for the paleo

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C130

No public comments for this Route

 **Route: C131**

 **Segment: 6447**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation County identified recreation vested interest route
- Recreation Access Dispersed Campsite
- Soils Severe Erosion Hazard roads and trails
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to reduce ongoing damage to known paleontological sites, close routes that are inside or pass through sensitive paleontological sites, or identify mitigation necessary to protect sites.
- Designation was considered to reduce the potential for vandalism or collection of paleontological sites and reduce the number of routes in proximity to known paleontological localities.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C131

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C132**

 **Segment: 130**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C132

No public comments for this Route

 **Route: C134**

 **Segment: 473**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C134

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Limited to Vehicles Under 50" wide

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C135**

 **Segment: 162**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to reduce ongoing damage to known paleontological sites, close routes that are inside or pass through sensitive paleontological sites, or identify mitigation necessary to protect sites.
- Designation was considered to reduce the potential for vandalism or collection of paleontological sites and reduce the number of routes in proximity to known paleontological localities.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C135

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C136

Segment: 300



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Energy Access COGCC well
- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area
- Range Development

Rationale for Decision

- Designation was considered to reduce ongoing damage to known paleontological sites, close routes that are inside or pass through sensitive paleontological sites, or identify mitigation necessary to protect sites.
- Designation was considered to reduce the potential for vandalism or collection of paleontological sites and reduce the number of routes in proximity to known paleontological localities.
- Designation was considered to eliminate duplicative or redundant routes with potential severe

erosion hazards.

- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C136

No public comments for this Route

Route: C137

Segment: 163



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III

- Wildlife Elk Production Area
- Range Development

Rationale for Decision

- Designation was considered to reduce ongoing damage to known paleontological sites, close routes that are inside or pass through sensitive paleontological sites, or identify mitigation necessary to protect sites.
- Designation was considered to reduce the potential for vandalism or collection of paleontological sites and reduce the number of routes in proximity to known paleontological localities.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C137

No public comments for this Route

Route: C138

Segment: 161

Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site In or Through
- Paleo Paleontological site Proximate (200m Buffer)
- Recreation Extensive Recreation Management Area

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C138

No public comments for this Route

 **Route: C14**

 **Segment: 857**

Designation 

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range
- Lands and Realty Utility corridor

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to maintain a minimum of administrative access to rights-of-way, other land use authorizations, and utility corridors.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C14

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C143

Segment: 125

Designation



Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Recreation Access Dispersed Campsite
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to provide access to undeveloped campsites that exist along dead-end spur roads.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C143

No public comments for this Route

 **Route: C146**

 **Segment: 106**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Paleo Paleontological site Proximate (200m Buffer)
- Recreation County identified recreation vested interest route
- Recreation Access Dispersed Campsite
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to provide access to undeveloped campsites that exist along dead-end spur roads.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C146

No public comments for this Route

 **Route: C149**

 **Segment: 526**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Once Well is Abandoned

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 1 (Sage Grouse)

Public Comments On Route: C149

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C150

Segment: 980



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe

erosion hazards.

- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C150

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts. The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C151

Segment: 904



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C151

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Reccomended: Foot/Horse/Mechanized/Motorcycle

In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C152

Segment: 938



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C152

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Recommended: Foot/Horse/Mechanized/Motorcycle
 In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

Commenter Name: Siegfried, Brandon Organization: Grand Mesa Jeep Club
 Submission Code: cfc0092 Recommended: Open (All modes of travel)
 I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C153

Segment: 969

Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C153

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Reccomended: Foot/Horse/Mechanized/Motorcycle
 In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

Commenter Name: Siegfried, Brandon Organization: Grand Mesa Jeep Club
 Submission Code: cfc0092 Reccomended: Open (All modes of travel)
 I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C154**

 **Segment: 970**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C154

No public comments for this Route

 **Route: C155**

 **Segment: 996**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Water Stream Crossing

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C155

Commenter Name: Siegfried, Brandon

Submission Code: cfc0092

Organization: Grand Mesa Jeep Club

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120,

117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C156

Segment: 995



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C156

No public comments for this Route

Route: C157

Segment: 935



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C157

No public comments for this Route

Route: C158

Segment: 979



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C158

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Reccomended: Foot/Horse/Mechanized/Motorcycle
 In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

Commenter Name: Siegfried, Brandon Organization: Grand Mesa Jeep Club
 Submission Code: cfc0092 Reccomended: Open (All modes of travel)
 I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C159

Segment: 941



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils

- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C159

No public comments for this Route

 **Route: C16**

 **Segment: 989**

Designation 

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Cultural

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Cultural Resource Concern
- Cultural Resource Concern
- Cultural Known Cultural Site Visible or Nuisance
- Energy Access COGCC well
- Recreation Extensive Recreation Management Area

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class II
- Vegetation Riparian proximate (100 ft)
- Water Stream Crossing
- Wildlife Elk Winter Range
- Lands and Realty ROW

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 1009



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Cultural

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Special Designation VRM Class II
- Wildlife Elk Winter Range
- Lands and Realty ROW

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for

recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

☐ Segment: 1013



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Cultural

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Special Designation VRM Class II
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Winter Range
- Lands and Realty ROW

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 6507



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Cultural

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class II
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Winter Range
- Lands and Realty ROW

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 1067



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Cultural Resource Concern
- Soils Severe Erosion Hazard roads and trails
- Soils Not Meeting Public Land health Standard (1)
- Soils Fragile soils
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range
- Lands and Realty Utility corridor
- Range Study Site

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to minimize impacts to cultural site integrity (to maintain the visual, audible, and setting characteristics of cultural sites).
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.
- Designation was considered to maintain a minimum of administrative access to rights-of-way, other land use authorizations, and utility corridors.
- Designation was considered to maintain a minimum of administrative access to range study sites.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C16

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Hundtroft,
Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep , ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Recommened: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Route: C18

Segment: 907

Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Water Stream Crossing

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 909



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Cultural Known Cultural Site Visible or Nuisance
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Range Study Site

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.

- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 915



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Winter Range
- Lands and Realty ROW
- Range Study Site

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C18

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Smith, Don

Organization: WSATVA

Submission Code: rmc0087

Recommened: Limited to Vehicles Under 50" wide

Historical use: camping, photography, wildlife sight seeing, hiking Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more. We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude. We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

Commenter Name: None

Organization: WSATVA

Submission Code: rmc0087

Recommened: Open (All modes of travel)

Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Commenter Name: Hundtroft,

Organization: Bookcliff Rattlers

Thomas

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep , ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Recommened: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

☰ Route: C19

☰ Segment: 646



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

☰ Segment: 683



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Segment: 688



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Segment: 691



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

☐ Segment: 754



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

☐ Segment: 770



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C19

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Reccomended: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints,

terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Route: C20

Segment: 472



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation:

Limited to Vehicles Under 50" wide

Seasonal Limitations: Spring Closure 3 (Elk Calving)

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Potential weeds mitigation

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural Resource Concern
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to minimize impacts to cultural site integrity (to maintain the visual, audible, and setting characteristics of cultural sites).

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 3 (Elk Calving)

Public Comments On Route: C20

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Winans, Scott

Organization:

Submission Code: emc0868

Recommened: Open (All modes of travel)

C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Cox, Kris

Organization: COPMOBA- Grand Valley Canyons Chapter

Submission Code: emc0788

Recommened: Foot/Horse/Mechanized

C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Limited to Vehicles Under 50" wide

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association

Submission Code: emc0912

Recommened: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Recommened: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without

a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if they lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: None

Organization: WSATVA

Submission Code: rmc0087

Recommended: Open (All modes of travel)

Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Route: C21

Segment: 910



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Winter Range
- Range Study Site
- Range Development

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 916



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Once Well is Abandoned

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Winter Range
- Range Study Site

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Segment: 920



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- Once Well is Abandoned

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Winter Range
- Range Study Site

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for

recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C21

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Smith, Don

Organization: WSATVA

Submission Code: rmc0087

Recommened: Limited to Vehicles Under 50" wide

Historical use: camping, photography, wildlife sight seeing, hiking Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more. We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude. We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

Commenter Name: None

Organization: WSATVA

Submission Code: rmc0087

Recommened: Open (All modes of travel)

Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep, ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Recommened: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by

using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Route: C22

Segment: 667



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Foot/Horse

Seasonal Limitations: None

Mitigation

- Once Well is Abandoned
- Potential weeds mitigation

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality

contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.

- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 3 (Elk Calving)

Public Comments On Route: C22

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Blackburn, Walt

Organization: Thunder Mountain Wheelers

Submission Code: emc0623

Recommened: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

Commenter Name: Blackburn, Walt

Organization: Thunder Mountain Wheelers

Submission Code: emc0623

Recommened: Limited to Vehicles Under 50" wide

Routes C22 to C95 This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

Commenter Name: Blackburn, Walt

Organization:

Submission Code: emc0886

Recommened: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 These are routes into the Barrel Springs area which is essentially an ATV route

as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

Commenter Name: Blackburn, Walt Organization:
 Submission Code: emc0886 Recommended: Limited to Vehicles Under 50" wide
 Routes C22 to C95 This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

Commenter Name: Winans, Scott Organization:
 Submission Code: emc0868 Recommended: Open (All modes of travel)
 C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Chapel, Steve Organization: Western Slope ATV Association
 Submission Code: emc0013 Recommended: Limited to Vehicles Under 50" wide
 Routes C22, C23, C28 This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area. Routes C22 to C 95 This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

Commenter Name: Chapel, Steve Organization: Western Slope ATV Association
 Submission Code: emc0013 Recommended: Limited to Vehicles Under 50" wide
 Routes C22, C23, C28 This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area. Routes C22 to C 95 This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

Commenter Name: Siegfried, Brandon Organization: Grand Mesa Jeep Club
 Submission Code: cfc0092 Recommended: Open (All modes of travel)
 I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Cox, Kris Organization: COPMOBA- Grand Valley Canyons Chapter
 Submission Code: emc0788 Recommended: Foot/Horse/Mechanized
 C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Smith, Don Organization: WSATVA
 Submission Code: rmc0087 Recommended: Limited to Vehicles Under 50" wide

Historical use: camping, photography, wildlife sight seeing, hiking Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more.

We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude. We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

Commenter Name: None

Organization: WSATVA

Submission Code: rmc0087

Recommened: Open (All modes of travel)

Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Limited to Vehicles Under 50" wide

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association

Submission Code: emc0912

Recommened: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Recommened: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go

West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route: C23

Segment: 666



Designation

Proposed Designation: Limited to Vehicles Under 50" wide

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Cultural, regulatory signage and potential interpretation and barrier at the cabin

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 3 (Elk Calving)

Public Comments On Route: C23

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact

that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Blackburn, Walt

Organization: Thunder Mountain Wheelers

Submission Code: emc0623

Reccomended: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

Commenter Name: Blackburn, Walt

Organization:

Submission Code: emc0886

Reccomended: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

Commenter Name: Winans, Scott

Organization:

Submission Code: emc0868

Reccomended: Open (All modes of travel)

C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Chapel, Steve

Organization: Western Slope ATV Association

Submission Code: emc0013

Reccomended: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area. Routes C22 to C 95 This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW

have been established on all of the Zone C routes listed above.

Commenter Name: Cox, Kris Organization: COPMOBA- Grand Valley Canyons Chapter
 Submission Code: emc0788 Recommended: Foot/Horse/Mechanized
 C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Smith, Don Organization: WSATVA
 Submission Code: rmc0087 Recommended: Limited to Vehicles Under 50" wide
 Historical use: camping, photography, wildlife sight seeing, hiking Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more. We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude. We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

Commenter Name: None Organization: WSATVA
 Submission Code: rmc0087 Recommended: Open (All modes of travel)
 Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Recommended: Limited to Vehicles Under 50" wide
 Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association
 Submission Code: emc0912 Recommended: Foot/Horse/Mechanized
 Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Monholland, Landon Organization:
 Submission Code: emc0922 Recommended: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect

Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

 **Route: C24**

 **Segment: 525**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Once Well is Abandoned

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 3 (Elk Calving)

Public Comments On Route: C24

Commenter Name: Wehling, Patrick

Submission Code: emc0452

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads

Organization:

Recommened: Open (All modes of travel)

that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Winans, Scott

Organization:

Submission Code: emc0868

Recommened: Open (All modes of travel)

C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Cox, Kris

Organization: COPMOBA- Grand Valley Canyons Chapter

Submission Code: emc0788

Recommened: Foot/Horse/Mechanized

C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Bertolacci, Jason

Organization: International Mountain Bicycling Association

Submission Code: emc0912

Recommened: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: No Record

Organization: No Record

Submission Code: No Record

Reccomended: Closed

This trail has a slide area at point "B", not accessable. A great trail to this point. [Map with annotations provided]

Committer Name: Monholland, Landon

Organization:

Submission Code: emc0922

Reccomended: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation

gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: None

Organization: WSATVA

Submission Code: rmc0087

Recommened: Open (All modes of travel)

Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Route: C26

Segment: 753



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed**Public Comments On Route: C26**

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C27**Segment: 365****Designation**

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Water Stream Crossing

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C27

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Recommened: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Recommened: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to

home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C28

Segment: 461



Designation

Proposed Designation: Limited to Vehicles Under 50" wide

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Cultural, regulatory signage and potential interpretation

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Cultural Resource Concern
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 3 (Elk Calving)

Public Comments On Route: C28

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Blackburn, Walt

Organization: Thunder Mountain Wheelers

Submission Code: emc0623

Recommened: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection, and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

Commenter Name: Blackburn, Walt

Organization:

Submission Code: emc0886

Recommened: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 These are routes into the Barrel Springs area which is essentially an ATV route as shown on alternative D. This route is used by our club at least twice a year, generally in the spring and fall. It is an exceptional family riding experience. With the limited access to this area it is already restricted from December to May on public lands. The route is an adopted route between the WSATVA & the BLM. Obviously an agreement has been made with a BLM partner for proper resource protection,

and restoration. Closing these routes would create a negative relationship with a BLM partner that is willing and able to protect what they use.

Commenter Name: Chapel, Steve

Organization: Western Slope ATV Association

Submission Code: emc0013

Recommened: Limited to Vehicles Under 50" wide

Routes C22, C23, C28 This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area. Routes C22 to C 95 This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Limited to Vehicles Under 50" wide

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: None

Organization: WSATVA

Submission Code: rmc0087

Recommened: Open (All modes of travel)

Barrel Springs This set of trails is 'adopted' by WSATVA and is one of the premier riding areas WSATVA members enjoy. Hunters also use Barrel Springs to access hunting areas. Trail Numbers: H31, H22, H9, H26, H27, C18, C21, C22, C25, C23, C20, 024, and C28. Also H2, H11.

Route: C29

Segment: 375



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed,

vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Segment: 854



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.

- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C29

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Recommened: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Recommened: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C30**

 **Segment: 903**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Cultural Known Cultural Site Visible or Nuisance
- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Range Study Site

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C30

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high

recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Reccomended: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Gilliam, Gene

Organization: WSATVA

Submission Code: rmc0087

Reccomended: Limited to Vehicles Under 50" wide

Mostly oil well locations, cattle grazing, and hunting are some of the uses of this public Land. I haven't seen many hikers or back packers in this area. Camping by hunters mainly. This is a great area to ride in the late spring and early fall Close to home, with wildlife, and scenic views. A place to go with friend and family for a day ride. One historical sight is the Barrel Springs homestead cabin. I, for one, ride the trail along Corral Creek while I'm in the area. C30 111, Great views can be had from Long Point. Hawks can be seen circling, hunting for dinner. There is plenty of sign of all kind of animals. Pictures can be taken of views & wild life. A drink of water and a snack is always welcome with friends and family. PLEASE KEEP THESE TRAILS OPEN TO MOTORIZED USE!!! Keep open. The western slope

ATVA rides this area several times a year. Trash is picked up and trail repair is done when needed for safety.

☰ Route: C31

☰ Segment: 362



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Water Stream Crossing

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

☰ Segment: 897



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

 **Segment: 902**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Segment: 908



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Cultural Known Cultural Site Visible or Nuisance
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Range Study Site

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Limited to Vehicles Under 50" wide

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide

Segment: 928



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C31

Commenter Name: Hundtroft,
Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts. The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

In Alt D routes C31,158,150,151,152,153 should remain seasonally open to maintain the loop opportunities.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: No Record

Organization: No Record

Submission Code: No Record

Recommened: Closed

This trail has a slide area at point "D", not accessable. A great trail to this point. [Map with annotations provided]

Route: C32

☰ Segment: 779



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

☰ Segment: 700



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Segment: 694



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Segment: 696



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Recreation Access Dispersed Campsite
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils

- Soils Slumping soils
- Special Designation VRM Class III
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C32

Commenter Name: Grother, Craig

Submission Code: emc0701

Organization:

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Submission Code: emc0667

Organization: Grand Mesa Jeep Club

Reccomended: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional

ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: No Record

Organization: No Record

Submission Code: No Record

Reccomended: Closed

This trail has a slide area at point "C", not accessible. A great trail to this point. [Map with annotations provided]

Route: C33

Segment: 713



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing

Rationale for Decision

- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C33

No public comments for this Route

Route: C34

Segment: 201



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes

exceeding 40 percent.

- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Segment: 206



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Segment: 468



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in

production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Segment: 469



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Segment: 495



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Segment: 509



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

☐ Segment: 520



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

☐ Segment: 669



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural Resource Concern
- Cultural Known Cultural Site Visible or Nuisance
- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to minimize impacts to cultural site integrity (to maintain the visual, audible, and setting characteristics of cultural sites).
- Designation was considered to maintain administrative access to active oil and gas wells, but limit public access to provide for public safety at active well sites.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

 **Segment: 729**



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural Resource Concern
- Cultural Known Cultural Site Visible or Nuisance
- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Water Stream Crossing

Rationale for Decision

- Designation was considered to minimize impacts to cultural site integrity (to maintain the visual, audible, and setting characteristics of cultural sites).
- Designation was considered to maintain administrative access to active oil and gas wells, but limit public access to provide for public safety at active well sites.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C34

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: No Record

Organization: No Record

Submission Code: No Record

Recommened: Closed

This trail does not have access from the north end, and the south end is blocked-off by private property. You can see it from the north, but NO PUBLIC ACCESS [Map with annotations provided]

Route: C35

Segment: 710



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Vegetation Riparian proximate (100 ft)

Rationale for Decision

- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C35

No public comments for this Route

 **Route: C37**

 **Segment: 727**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C37

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Reccomended: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C38

Segment: 749



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Spring Closure 2 (Soils)

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel), Spring Closure 2 (Soils)

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 2 (Soils)

Public Comments On Route: C38

Commenter Name: Grother, Craig

Organization:

Submission Code: emc0701

Reccomended: Foot/Horse

Zone C The East Salt Creek area of Zone C is an area that is recognized as having wilderness characteristics and mapped as a Wildlife Emphasis Area. To be consistent with this designation, Alternative B should omit the roads open to OHVs with a spring closure on Log Point and Corral Creek. Excluding these roads would enhance big game habitat capability and provide nonmotorized hunting and fishing opportunities. These roads could be designated for administrative use if necessary, but close them to public OHV and bicycle use. The routes included in this area are C19, C113, C110, C111, C26, C27, C29, C30, C38, C37, C32, C106, and C104

Commenter Name: Znamenacek, Dale

Organization: Grand Mesa Jeep Club

Submission Code: emc0667

Reccomended: Open (All modes of travel)

Trail Number(s): H11, H21, H31, H9, H2, H10, H26, C18, C30, C38, C106, C37, C109, C32, C27, C29, C19, H27, H2, C16, C21 Trail Name: Post and Pole Canyons Trail Description (challenges, viewpoints, terrain type, etc.): These trails offer a mix of smooth and rocky road and scenic views of both the Grand Valley and the Douglas Pass Road. Your historical use/activities (frequency, rock crawling, exploring, testing, photography, camping): This is typically an area I visit for a shorter ride. My family has traveled this area by dirtbike, ATV, UTV, and Jeep. Why you like this trail (challenges you/vehicle, close to home, wildlife, historic sites, scenic views): I like that these trails are close to town. They give me a chance to get out and drive or ride when I may not have a full day to spend. Benefits you receive by using this trail (exercise, socializing with friends/family, solitude, remoteness): This trail lets me get out for a shorter ride with my family. Other Comment (what is your desired outcome for this trail, additional

ideas to be considered): I would like for these trails to remain open to full-size vehicles, along with all other motorized and nonmotorized uses.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C4

Segment: 644



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Wildlife Elk Production Area
- Range Development

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.
- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.
- Designation was considered in some cases to limit public access to protect range improvements from potential damage.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C4

No public comments for this Route

Route: C43

Segment: 838



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Water Stream Crossing
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to minimize potential impacts from routes with multiple stream

crossings.

- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Segment: 872



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain administrative access to active oil and gas wells, but limit public access to provide for public safety at active well sites.
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.

- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C43

No public comments for this Route

 **Route: C44**

 **Segment: 19785**



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Closed

Seasonal Limitations: None

Mitigation

- Needs More Data

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance

for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 2 (Soils)

Segment: 974



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Greater Sage Grouse Preliminary General Habitat
- Range Study Site
- Range Development

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to protect greater sage grouse habitats by reducing routes through sage brush parks.
- Designation was considered to minimize fragmentation of sagebrush vegetation.
- Designation was considered to maintain a minimum of administrative access to range study sites.

- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.
- Designation was considered in some cases to limit public access to protect range improvements from potential damage.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C44

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C45

Segment: 775



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural Resource Concern
- Cultural Known Cultural Site Visible or Nuisance
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Not Meeting Public Land health Standard (1)
- Soils Fragile soils
- Special Designation VRM Class II

- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Water Stream Crossing
- Wildlife Elk Winter Range
- Lands and Realty Utility corridor
- Range Study Site
- Range Development

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to maintain a minimum of administrative access to rights-of-way, other land use authorizations, and utility corridors.
- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C45

Commenter Name: Siegfried, Brandon
Submission Code: cfc0092

Organization: Grand Mesa Jeep Club
Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C46

Segment: 619



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C46

No public comments for this Route

 **Route: C47**

 **Segment: 625**

Designation 

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C47

No public comments for this Route

 **Route: C48**

 **Segment: 623**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C48

No public comments for this Route

Route: C49

Segment: 631



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C49

No public comments for this Route

Route: C50

Segment: 621



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C50

No public comments for this Route

Route: C51

Segment: 617



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C51

No public comments for this Route

 **Route: C52**

 **Segment: 622**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C52

No public comments for this Route

Route: C53

Segment: 620



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils

- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C53

No public comments for this Route

Route: C54

Segment: 616



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C54

No public comments for this Route

Route: C55

Segment: 6504



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C55

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Reccomended: Open (All modes of travel)

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C56

Segment: 6494



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C56

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C6

Segment: 203



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Stream Crossing
- Wildlife Elk Production Area
- Lands and Realty Route through disposal parcel

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Segment: 512



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Wildlife Elk Production Area
- Lands and Realty Route through disposal parcel

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C6

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Reccomended: Limited to Vehicles Under 50" wide
 routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

 **Route: C60**

 **Segment: 205**

Designation 

Proposed Designation: Admin/Permitted Use Only
 Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Wildlife Elk Production Area
- Lands and Realty Route through disposal parcel

Rationale for Decision

- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C60

Commenter Name: No Record

Organization: No Record

Submission Code: No Record

Reccomended: Open (All modes of travel)

["close to home" and "can make loop trips" are circled on the from] Once again this are is close to home. At one time there was and old road that connect Coal Gulch to Garvey. This trail has been wash out over the years and is a little difficult to travel, but a great ATV trail and it connect Goal Gulch to Garvey Canyon. Makes a great loop. [Map with annotations provided]

Route: C61

Segment: 320



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C61

No public comments for this Route

Route: C62

Segment: 443



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C62

No public comments for this Route

Route: C63

Segment: 316



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C63

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Reccomended: Limited to Vehicles Under 50" wide
 Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Route: C64

Segment: 446



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to minimize potential impacts from routes with multiple stream

crossings.

- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C64

No public comments for this Route

 **Route: C65**

 **Segment: 136**



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C65

No public comments for this Route

Route: C66

Segment: 466



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Stream Crossing
- Wildlife Elk Production Area
- Range Development

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream

crossings.

- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.
- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.
- Designation was considered in some cases to limit public access to protect range improvements from potential damage.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C66

No public comments for this Route

Route: C67

Segment: 462

Designation



Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Production Area
- Range Development

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.

- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.
- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.
- Designation was considered in some cases to limit public access to protect range improvements from potential damage.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C67

No public comments for this Route

Route: C68

Segment: 537



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Not Meeting Public Land health Standard (1)
- Soils Fragile soils
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Water Stream Crossing

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting

Public Land Health 1.

- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Segment: 368



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Limited to Vehicles Under 50" wide

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and

- invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
 - Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C68

Commenter Name: Wehling, Patrick Organization:
 Submission Code: emc0452 Recommended: Open (All modes of travel)
 Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Recommended: Limited to Vehicles Under 50" wide
 Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers
 Submission Code: emc0693 Recommended: Limited to Vehicles Under 50" wide
 routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

Commenter Name: Siegfried, Brandon Organization: Grand Mesa Jeep Club
 Submission Code: cfc0092 Recommended: Open (All modes of travel)
 I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

 **Route: C72**

 **Segment: 460**

Designation 

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C72

No public comments for this Route

 **Route: C73**

 **Segment: 496**

Designation 

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C73

Commenter Name: Hundtroft,
Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts. The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C74

Segment: 519



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Relic Vegetation
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce redundancies in routes to minimize fragmentation, and minimize direct impacts from motorized and mechanized users of roads, routes and trails on relic vegetation communities.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C74

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Limited to Vehicles Under 50" wide

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C75

Segment: 668



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Cultural Resource Concern
- Cultural Known Cultural Site Visible or Nuisance
- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to minimize impacts to cultural site integrity (to maintain the visual, audible, and setting characteristics of cultural sites).
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C75

No public comments for this Route

 **Route: C76**

 **Segment: 795**



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Segment: 741



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C76

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Limited to Vehicles Under 50" wide

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C77

Segment: 806



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C77

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Limited to Vehicles Under 50" wide

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C78

Segment: 820



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C78

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Limited to Vehicles Under 50" wide

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter Name: Winans, Scott

Organization:

Submission Code: emc0868

Recommened: Open (All modes of travel)

C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Cox, Kris

Organization: COPMOBA- Grand Valley Canyons Chapter

Submission Code: emc0788

Recommened: Foot/Horse/Mechanized

C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Shepherd, Janice

Organization: The Quiet Trails Group

Submission Code: emc0835

Reccomended: Foot/Mechanized

Quiet Trails Group supports Alternative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association

Submission Code: emc0912

Reccomended: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Reccomended: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the

good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route: C8

Segment: 369



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Limited to Vehicles Under 50" wide

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Segment: 546



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Limited to Vehicles Under 50" wide

Seasonal Limitations: None

Mitigation

- Work with Land Owner on Public Access

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class II
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.

- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel), Spring Closure 3 (Elk Calving)

Public Comments On Route: C8

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Open (All modes of travel)

Road segment #'s C55, C56, C68, C8, C74,C34 and C76 Alternative D calls for some of these roads to be designated Spring Closure. This seems to me to be a reasonable idea. However it is incongruous with the RMP guidelines that Alternative D is less restrictive than Alternative C. This spring closure probably belongs in Alternatives B and C.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117,118,119,8,55,56,68,9,68,45,14,84,87,77, 78,91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Limited to Vehicles Under 50" wide

routes C76,74,6,8,68 provide quality high skill remote OHV opportunities. This remote location has a low visitation so impacts are unnoticeable.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Limited to Vehicles Under 50" wide

Routes C68, C8, C63, C23, C22, C28, C20, make a high quality OHV loop, providing quality, high skill remote OHV opportunities. This remote location has a low visitation so impacts are unmeasurable, and the EIS agrees with us. Elimination of these routes eliminates a high-benefit recreation opportunity, as well as good hunting access, yet BLM claims to be seeking visitor satisfaction. This closure degrades visitor satisfaction by denying use altogether.

Route: C81

Segment: 851



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None
 Designation Following Mitigation: Closed
 Seasonal Limitations: None
 Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C81

No public comments for this Route

 **Route: C84**

 **Segment: 889**



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Conflicts:** Areas and trails shall be located to minimize conflicts between off-highway vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

Resources and / or Uses Present

- Energy Access COGCC well
- Recreation Extensive Recreation Management Area
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C84

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Reccomended: Limited to Vehicles Under 50" wide

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4

miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter Name: Winans, Scott

Organization:

Submission Code: emc0868

Recommened: Open (All modes of travel)

C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Cox, Kris

Organization: COPMOBA- Grand Valley Canyons Chapter

Submission Code: emc0788

Recommened: Foot/Horse/Mechanized

C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Shepherd, Janice

Organization: The Quiet Trails Group

Submission Code: emc0835

Recommened: Foot/Mechanized

Quiet Trails Group supports Alterative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

Commenter Name: Bertolacci, Jason

Organization: International Mountain Bicycling Association

Submission Code: emc0912

Recommened: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Recommened: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis

Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trail usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

 **Route: C85**

 **Segment: 891**



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C85

No public comments for this Route

 **Route: C86**

 **Segment: 890**



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Does not meets Public Land Health Standard Hydro
- Water Stream Crossing
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C86

No public comments for this Route

 **Route: C87**

 **Segment: 853**



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Not Meeting Public Land health Standard (1)
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range
- Range Development

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C87

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Limited to Vehicles Under 50" wide

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B

and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter Name: Siegfried, Brandon
Submission Code: cfc0092

Organization: Grand Mesa Jeep Club
Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C88

Segment: 827



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C88

No public comments for this Route

Route: C89

Segment: 829



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C89

No public comments for this Route

 **Route: C9**

 **Segment: 746**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Cultural Resource Concern
- Cultural Known Cultural Site Visible or Nuisance
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Not Meeting Public Land health Standard (1)
- Soils Fragile soils
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Water Stream Crossing
- Wildlife Elk Winter Range
- Lands and Realty Utility corridor
- Range Development

Rationale for Decision

- Designation was considered to maintain public access to areas identified as important for recreation.
- Designation was considered to maintain a minimum of administrative access to rights-of-way, other land use authorizations, and utility corridors.
- Designation was considered to maintain a minimum of administrative access to range improvement projects and to areas necessary to properly administer grazing permits.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Closed

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C9

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C90

Segment: 825



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes

exceeding 40 percent.

- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Closed

Public Comments On Route: C90

No public comments for this Route

Route: C91

Segment: 830



Designation

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Slope Greater than 40%
- Soils Fragile soils
- Special Designation VRM Class III
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with slopes exceeding 40 percent.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C91

Commenter Name: Wehling, Patrick Organization:
 Submission Code: emc0452 Recommended: Limited to Vehicles Under 50" wide
 Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter Name: Winans, Scott Organization:
 Submission Code: emc0868 Recommended: Open (All modes of travel)
 C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Cox, Kris Organization: COPMOBA- Grand Valley Canyons Chapter
 Submission Code: emc0788 Recommended: Foot/Horse/Mechanized
 C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Shepherd, Janice Organization: The Quiet Trails Group
 Submission Code: emc0835 Recommended: Foot/Mechanized
 Quiet Trails Group supports Alternative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association
 Submission Code: emc0912 Recommended: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain

open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Reccomended: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the

terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route: C92

Segment: 1033



Designation

Proposed Designation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Cultural Resource Concern
- Recreation Extensive Recreation Management Area
- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range
- Lands and Realty Utility corridor

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce

density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.

- Designation was considered to minimize impacts to cultural site integrity (to maintain the visual, audible, and setting characteristics of cultural sites).
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C92

No public comments for this Route

Route: C93

Segment: 1017

Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Closed

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Conflicts:** Areas and trails shall be located to minimize conflicts between off-highway vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Cultural Resource Concern

- Soils Not Meeting Public Land health Standard (1)
- Special Designation VRM Class II
- Vegetation Public Land Health Standard not meeting biotic standard
- Water Does not meets Public Land Health Standard Hydro
- Wildlife Elk Winter Range
- Lands and Realty Utility corridor

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to minimize impacts to cultural site integrity (to maintain the visual, audible, and setting characteristics of cultural sites).
- Designation was considered to eliminate duplicative or redundant routes in areas not meeting Public Land Health 1.
- Designation was considered to maintain or restore vegetative communities to provide soil stability and resistance to erosion. Use vegetative treatments to improve diversity, reduce noxious and invasive species, and restore native plant communities to support wildlife and livestock.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.
- Designation was considered to maintain a minimum of administrative access to rights-of-way, other land use authorizations, and utility corridors.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Admin/Permitted Use Only

Alternative C (Conservation): Admin/Permitted Use Only

Alternative D (Development): Admin/Permitted Use Only

Public Comments On Route: C93

No public comments for this Route

 **Route: C94**

 **Segment: 708**

Designation 

Proposed Designation: Foot/Horse/Mechanized

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- No Designation Criteria identified for this route segment

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Foot/Mechanized

Alternative C (Conservation): Closed

Alternative D (Development): Foot/Mechanized

Public Comments On Route: C94

Commenter Name: Hartmann, David J.

Organization:

Submission Code: rmc0006

Recommened: Foot/Horse/Mechanized

This map of the existing conditions appears in error by showing route C94 as "open" implying open to any sort of traffic. There is no physical way to get a vehicle up or down the spine of that steep, narrow, sandy ridge in that location. It's foot, hoof, or biking only. There is currently a local mountain bike outfitter who drops bikers off at the top via Douglas Pass Road, and picks them up at the bottom of Hay Canyon.

Commenter Name: Hartmann, David

Organization:

Submission Code: emc0382

Recommened: Foot/Horse/Mechanized

Zone C Hay Canyon Corral Canyon Area Alt A is my absolute preference if I am absolutely limited to those four options. This map of the existing conditions appears in error by showing route C94 as "open" implying open to any sort of traffic. There is no physical way to get a vehicle up or down the spine of that steep, narrow, sandy ridge in that location. It's foot, hoof, or biking only. There is currently a local mountain bike outfitter who drops bikers off at the top via Douglas Pass Road, and picks them up at the bottom of Hay canyon.

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Limited to Vehicles Under 50" wide

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the

American public.

Commenter Name: Wehling, Patrick

Organization:

Submission Code: emc0452

Recommened: Limited to Vehicles Under 50" wide

Road segment #'s C84, C87, C91, C78, C77 and C94 Alternative C closes these segments. Alternates B and D make this <50 trail into a bicycle trail. We use this road for hunting and camp near the water tank just below the steep ridge that connects with C134. We use <50 vehicles. Two years ago, bicyclists installed an illegal trail from the Douglas Pass ridge and made the connection from C134 to C94. At that time, there were signs posted at the mouth of Hay canyon saying no bicycles were allowed. Now two years later, BLM is giving this road to the bicyclists and taking it away from the <50. This road is 4 miles and two mountains away from State Route 139 (the next public access to the west for this supposedly public BLM land). This is because of strategically placed private land across a county road, inept right of way closure by the county and failure of BLM to keep government land open to the American public.

Commenter Name: Winans, Scott

Organization:

Submission Code: emc0868

Recommened: Open (All modes of travel)

C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Cox, Kris

Organization: COPMOBA- Grand Valley Canyons Chapter

Submission Code: emc0788

Recommened: Foot/Horse/Mechanized

C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Shepherd, Janice

Organization: The Quiet Trails Group

Submission Code: emc0835

Recommened: Foot/Mechanized

Quiet Trails Group supports Alterative B for Zone C, specifically the ATV route closures and the route designations for C94, C78, C91, and C84 as open for mechanized use. Evaluation is needed to determine grading level for horse use.

Commenter Name: Bertolacci, Jason

Organization: International Mountain Bicycling Association

Submission Code: emc0912

Recommened: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Hundtroft, Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Closed

Trail C94 is a user made bicycle trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this illogically user-made route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep, it lies on a ridge top and much of it is in

unstable soils. It does not meet the trail placement criteria for newly constructed trails, although this trail is not newly constructed by BLM (so that standard may not apply).

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers

Submission Code: emc0693 Reccomended: Foot/Horse/Mechanized/Motorcycle

If C94 trail is open to the public it needs to be open to motorcycles also. It is a connector to a loop opportunity with lots of intersection options.

Commenter Name: Hundtroft, Thomas Organization: Bookcliff Rattlers

Submission Code: emc0693 Reccomended: Foot/Horse/Mechanized/Motorcycle

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep, ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

Commenter Name: Siegfried, Brandon Organization: Grand Mesa Jeep Club

Submission Code: cfc0092 Reccomended: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Monholland, Landon Organization:

Submission Code: emc0922 Reccomended: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and

necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139. Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route: C95

Segment: 440



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Designation Following Mitigation: Foot/Horse

Seasonal Limitations: None

Mitigation

- Drainage Crossing
- Once Well is Abandoned
- Potential weeds mitigation

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Recreation Extensive Recreation Management Area

- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Soils Slumping soils
- Special Designation VRM Class III
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing
- Wildlife Elk Production Area

Rationale for Decision

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to eliminate duplicative or redundant routes with slump areas.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to minimize potential impacts from routes with multiple stream crossings.
- Designation was considered to reduce point and non-point source contributions of water quality contaminants from public lands by reducing disturbance footprints associated with travel infrastructure and other surface disturbing actions while also maintaining access and meeting resource use objectives.
- Designation was considered to reduce road density and disturbance of human activities in production areas and winter ranges for large ungulates.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Closed

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide, Spring Closure 3 (Elk Calving)

Public Comments On Route: C95

Commenter Name: Wehling, Patrick
Submission Code: emc0452

Organization:
Recommened: Open (All modes of travel)

Road segment #'s C22, C95, C23, C28, C20, C24, C30, C27, C110, H31, H11, H9 and H26 are roads that are frequently used by the Western Slope ATV Association for trail rides. These rides are into Barrel Springs and the surrounding area where there is excellent scenery and beautiful vistas. The fact that people will travel Big Salt Wash , Lapham Canyon Trail plus BLM numbered roads: H31, H11, H9 and H26, which make for many miles of bumpy road, to access this beautiful area attests its high recreational and VRM value. It also shows the need to keep these roads open at least until better access is provided. The different RMP alternatives show various levels of restrictions proposed for different road segments. In the RMP, it is proposed that 10,300 acres near Barrel Springs be allocated as an Extensive Recreational Management Area. It would seem to me that this is way premature based upon the limited access that is now possible and the even more limited access that alternatives B and C will decree. It should be noted that these roads are and Barrel Springs is presently easily accessible to the private land owners at the juncture of East Salt Creek and State Route 139. The roads to Barrel Springs were public thoroughfares before this private land was established. The government entity that lost this access from State Route 139 to Barrel Springs messed up. BLM should look into providing easy access

here. Perhaps BLM is already looking into this due to the interest in the ERMS.

Commenter Name: Blackburn, Walt Organization: Thunder Mountain Wheelers
 Submission Code: emc0623 Reccomended: Limited to Vehicles Under 50" wide
 Routes C22 to C95 This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

Commenter Name: Blackburn, Walt Organization:
 Submission Code: emc0886 Reccomended: Limited to Vehicles Under 50" wide
 Routes C22 to C95 This is basically the same riding area as Barrel springs. It is used by us as a side trip on our organized club rides. It is shown as a 50" route in Alt.D and should be included in the final analysis.

Commenter Name: Winans, Scott Organization:
 Submission Code: emc0868 Reccomended: Open (All modes of travel)
 C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Chapel, Steve Organization: Western Slope ATV Association
 Submission Code: emc0013 Reccomended: Limited to Vehicles Under 50" wide
 Routes C22, C23, C28 This is the route into Barrel Springs which is essentially an ATV route and is shown as an ATV route in Alternative D. This route is an adopted route between the WSATVA & the BLM. For BLM to close this route and keep the WSATVA from maintaining it is not in the best interest of anyone. This route is used on club rides at least twice a year. It is used as a great family ride. Due to limited access to this area it is already restricted from December to May except for the private property owners in the area. Routes C22 to C 95 This is the same area as Barrel Springs and is used as a side trip on club outings. It too is shown as a 50" route in Alt. D and should be reflected that way in the final plan.

Commenter Name: Cox, Kris Organization: COPMOBA- Grand Valley Canyons Chapter
 Submission Code: emc0788 Reccomended: Foot/Horse/Mechanized
 C94, C78, C91, C84 route should be accessible . C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Commenter Name: Smith, Don Organization: WSATVA
 Submission Code: rmc0087 Reccomended: Limited to Vehicles Under 50" wide
 Historical use: camping, photography, wildlife sight seeing, hiking Why you like this trail: because we live here and use all of the trails for various uses. We bike, ATV, hike on all of these trails and more. We belong to the WSATVA club, I belong to SARC. We belong to Grand Junction Gem and Mineral Club and enjoy the sites and solitude. We need to open more trails to enjoy our wonderful area. Who is the wilderness for? It's for the owners and the public.

Commenter Name: Bertolacci, Jason Organization: International Mountain Bicycling Association
 Submission Code: emc0912 Reccomended: Foot/Horse/Mechanized

Additionally, routes B79, B157, B156 form a backcountry access corridor and should be accessible to non-motorized use in order to attain ridgeline elevations. Which is an important experience for mountain bicyclists. Zone C Zone C is a natural high altitude extension of the trail network branching out from both the NFD SRMA via 16 Rd and northern Zone H trail network, and from Hwy 139. This remote country access is important for riders who wish to remove themselves from the more highly planned trail networks and explore backcountry areas. To accommodate this experience, we request the RMP allow the BLM to plan trail network connections in this zone from NFD SRMA and Hwy 139. Some trails exist in the area, and we ask for access to the Flight of Icarus trail to be formalized. Another way to expand the experiences offered in this area is to expand the availability of shuttled rides via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. We ask that the following routes remain open to mountain bicyclists, C94, C78, C91, C84 C22, C95, C23, C20, C24, C129, and C114. Zone F Zone F is primarily accessed through the town of Debeque, adjacent to I-70. Currently the main trail activity centers around the area bounded by V.2 Road to the North, S Road to the South, and the

intersection of these roads to the West. This region is generally referred to as the Castle Rock area. This area has received a large amount of attention in the past two years as user groups work with the BLM on the challenges of managing current use and planning for future use. The Castle Rock area, bounded by V.2 and S Roads, can serve as the core area for a mechanized single-track trail system with developed trailhead areas off of V.2 Road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Commenter Name: Monholland, Landon

Organization:

Submission Code: emc0922

Recommened: Foot/Horse/Mechanized

Established trail area, and planned further expansion Dont reduce size of the existing NFD SRMA Expansion further north will involve Zone H, and connections to and through Zone H are important Connections from NFD trail area to Highline Lake area are important to long range planning for camping resources, long route terminus with services, and connections southward towards McKinnis Canyons NCA (Kokopelli and Rabbit Valley areas) Critical in large East-West route plan to connect Fruita to Palisade Route Comments: Several existing and approved routes are not shown in the NFD bicycle emphasis area (PBR, Mo Joes, Down Uppity, Zip-Off, and the trail replacing I1024 in the upper Bookcliff area) I1027 links with Zone H route H50 to form an important link between Coal Gulch and Garvey Cyn. This should remain accessible. I641 into Leyton Wash should remain accessible. Intrusions into the bluff Bookcliff face are valuable trail resources to penetrate the more remote areas and get away from the front country trail types and usage levels. This is a likely future connection to the Edge Loop portion of the trail system. I633 should remain accessible for the ability to obtain Hunter Cyn in Zone H. This connection will likely be important to an E-W corridor link. Zone I from a motorcycle perspective: I personally spend many hours a week on my motorcycle in the southern sections of Zone I. I often go West or East from 18Rd. The new signed single track built last Fall East of 18rd is excellent and a good example of what can happen in the whole NFD. Since the signing of the legal single track, the motorcycle users are staying on the trail and following the new routes instead of the old ones. If all the good routes that are out there are properly signed, and the bad ones closed it would be a more enjoyable, less land destructive experience for everyone. The problem as I see it is that most of the good single track is not on the maps. They are not even marked as red, they just are not on the maps period. Without a proper moto single track inventory this process will not turn out well. I feel this is why there is so much hostility from the motorized community. They know that if the lose "designated open" status out there all good single track that is not in inventory will be closed. Zone H from a bicycle perspective: Zone H is a link in the connectivity chain that could some day be a loop around the Grand Valley. It has one of the few canyons that is passable up and into the Bookcliffs. It also has good access via 21 road. Also the southern boundary that is up against Zone I holds the future possibility of expansion of trails coming out of the North Fruita Desert SRMA. Route comments H160 & 162 are easily accessible and necessary routes into Hunter Cyn Routes H67, H70, H71, and H75 are nice back country extensions from routes in the Little Bookcliffs Wild Horse Mgmt area, and are beneficial for future route planning. In the area of Garvey Cyn, route H50 continues on into Zone O forming a link between Garvey and Coal Gulch. This is an uncommon route linkage and very helpful in accessing Garvey from existing areas of trial usage. Routes H46, H47, H49, and H52 should remain accessible to use. West of 16 Rd, and from Post Cyn to the south, some existing routes are not shown on the map. There is a descent from the terminus of H21 to 16 Rd. This route should be included and remain accessible. The Post and Lapham Cyn access will play a key role in the likely northern extent of the trail network emanating from the existing NFD SRMA. Routes H114 and H119 should remain open to allow connection to Hwy 139.

Future network goals also include connections towards the Baxter Pass and northward towards Zone B. Westward connections out of Zone H will be very helpful. H2 provides back-country access from Hwy 139 and should remain accessible Zone H from a Motorcycle perspective: I enjoy climbing Hunter Canyon on my moto. When the new trail is finished (currently known as Sarnac, formerly known as Peekaboo) I would enjoy linking it via this route. Zone C comments from a bicycle perspective: I would like to see the trail known as the Flight of Icarus formalized. This is a remote back country trail and is an important get-away for riders who wish to remove themselves from the more highly traveled trail networks of the front country. Route comments Plan for accessible areas to allow trail network connection from NFD SRMA and Hwy 139 High altitude routes possible along and off of divide area. Shuttle oriented rides can attain elevation directly via Hwy 139. This is the only nearby paved elevation gain in the Fruita area. Route Comments: C94, C78, C91, C84 route should be accessible. C22, C95 and C23, C20, C24, C129, and C114 provide remote access and should remain accessible.

Route: C96

Segment: 1010



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Special Designation VRM Class II
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of high value to the cultural program or Tribes.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C96

No public comments for this Route

 **Route: C97**

 **Segment: 990**



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Special Designation VRM Class II
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.
- Designation was considered to maintain public access to areas identified as important for recreation.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C97

Commenter Name: Siegfried, Brandon
Submission Code: cfc0092

Organization: Grand Mesa Jeep Club
Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C98

Segment: 1014



Designation

Proposed Designation: Admin/Permitted Use Only

Seasonal Limitations: None

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Damage:** Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness suitability.
- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Recreation Extensive Recreation Management Area
- Recreation County identified recreation vested interest route
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class II
- Vegetation Riparian proximate (100 ft)
- Wildlife Elk Winter Range

Rationale for Decision

- Designation was considered to minimize the potential for impacts to cultural sites and to reduce density of routes in areas known to be of high expected cultural resource density or in areas of

high value to the cultural program or Tribes.

- Designation was considered to eliminate duplicative or redundant routes with potential severe erosion hazards.
- Designation was considered to eliminate duplicative or redundant routes in areas with fragile soils.
- Designation was considered to reduce livestock and recreation impacts to riparian areas.
- Designation was considered to provide sufficient forage, cover, and protection from disturbance for large ungulates in order to maintain healthy viable populations.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Open (All modes of travel)

Alternative C (Conservation): Open (All modes of travel)

Alternative D (Development): Open (All modes of travel)

Public Comments On Route: C98

Commenter Name: Hundtroft,
Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

Trail C94 is a bicycle user made trail that BLM has been unsuccessful in closing for many years. This plan proposes to adopt this unlawfully constructed route for bicycle and foot traffic only. It appears that BLM is rewarding bad behavior. This trail is very steep , ridge top location and much of it is in unstable soils. If this trail is open to the public it needs to be open to motorcycles also. It is a leg to a loop opportunity with lots of intersection options.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Route: C99

Segment: 987



Designation

Proposed Designation: Open (All modes of travel)

Seasonal Limitations: Winter Closure

Mitigation

- No Mitigation prescribed for this route segment

Rationale

Designation Criteria

- **Minimize Harassment:** Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.
- **Minimize Conflicts:** Areas and trails shall be located to minimize conflicts between off-highway vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

Resources and / or Uses Present

- Cultural High Potential Cultural Class 1 Modeling
- Other Considerations Inventoried Lands with Wilderness Characteristics
- Recreation Extensive Recreation Management Area
- Soils Severe Erosion Hazard roads and trails
- Soils Fragile soils
- Special Designation VRM Class III
- Vegetation Riparian (PFC) functioning at risk
- Vegetation Riparian proximate (100 ft)
- Water Perennial Stream/Fishery
- Water Stream Crossing

Rationale for Decision

- Designation was considered to maintain recreation access to and through BLM lands by creating route connectivity and/or by creating loop trails.

Previous Alternatives Analyzed

Alternative A (Current): Undesignated

Alternative B (Preferred): Limited to Vehicles Under 50" wide

Alternative C (Conservation): Closed

Alternative D (Development): Limited to Vehicles Under 50" wide

Public Comments On Route: C99

Commenter Name: Hundtroft,
Thomas

Organization: Bookcliff Rattlers

Submission Code: emc0693

Recommened: Foot/Horse/Mechanized/Motorcycle

C31, C150 (connects to C99) provide high-quality, remote singletrack recreation for motorcyclists. This is not consistent with the BLM's claims to seek high visitor satisfaction with the recreation opportunities it provides. It is far away from easy access so it receive light use, which means very low impacts. The routes in Alt D are much better for recreation and general access for other recreation activities. C73 should be open and it does connect to Coal Canyon county road.

Commenter Name: Siegfried, Brandon

Organization: Grand Mesa Jeep Club

Submission Code: cfc0092

Recommened: Open (All modes of travel)

I feel strongly that these routes (route segments) in Zone C should remain open to the general public for all forms of use including motorized/OHV use. Routes C: 129, 131, 127, 126, 123, 125, 122, 121, 120, 117, 118, 119, 8, 55, 56, 68, 9, 68, 45, 14, 84, 87, 77, 78, 91, 76, 94, 34, 134, 135, 73, 74, 34, 20, 24, 149, 28, 23, 22, 95, 21, 16, 97, 98, 18, 30, 99, 100, 31, 101, 158, 155, 150, 153, 152, 151, 31, 102, 104, 106, 108, 32, 37, 38, 26, 27, 29, 111, 110, 113, 114, 19, 44. RS 2477 Right of Way (ROW) and prescriptive ROW have been established on all of the Zone C routes listed above.

Last Updated 6/22/2015