

Gallatin NF Travel Plan FEIS and Record of Decision Errata Notifications

This document captures information about minor mistakes, clarifications, and over-sights in the Gallatin National Forest Final Travel Plan Decision and Environmental Impact Statement. It will be updated as these discrepancies are discovered.

- Pages 15 and 36 of the ROD articulates which routes close to Bozeman will be managed under a “time share scenario”. One route was missed: Ross Pass Connector to trail #534 (Trail #551) and is added to these lists.
- Page 106 of the ROD, third paragraph discusses rationale for mountain bike decisions in the HPBH. The last sentence of that paragraph should read: “This clarification was developed recognizing that mountain biking has become an established use on some routes that may not have had motorcycle travel in 1977, while acknowledging that the mere presence of mountain biking does *not* imply that wilderness character as it existed in 1977 (defined by the Wilderness Attribute Rating System – WARS) has necessarily been compromised.”
- On Page 24 of the ROD in the last paragraph, it states that approximately 88% of the Hyalite Porcupine Buffalo Horn WSA will be closed to snowmobiling, and on page 108 it states that approximately 85% of the area will be closed to snowmobiling. The more accurate figure is 88%. In fact, the actual open area is approximately 11,500 acres or about 8% of the HPBH Wilderness area open to snowmobiling in the final decision. A somewhat larger total area is equal to the “open snowmobile area” when you include roughly a ½ mile corridor around the designated Big Sky Snowmobile trail in the closed Porcupine area – for a total of about another 7,000 acres or 12% of the HPBH being directly affected by snowmobile traffic.
- On page 24 of the ROD fourth paragraph, and on page 3-566 in chapter 3 a statement is made that all trails open for motorcycle travel in the HPBH Wilderness Study Area in the final decision were open to motorcycles in 1977. This is an error, based on a mis-interpretation of the 1977 travel map. In fact, one small section (about 1.5 miles) of the Buffalo Horn Trail #1 from the trailhead to the junction with trail 199 prohibited motorcycles in 1977, and only allowed snowmobiles on this trail section on a designated route.
- On the Winter Final Decision Map in Hyalite, the designated Moser to Grotto Falls Trailhead snowmobile trail should have been mapped as “pink” – denoting a dual designated snowmobile and ski trail, from the Moser/Hyalite road junction all the way to Grotto Falls. The first ½ mile or so from the Moser/Hyalite road junction is currently shown only as a ski trail. This final map has been corrected and reposted on the web.
- The Detailed Description of the Alternatives page I-29, and the Detailed Description of the Decision Page I-9 contains a map showing locations of desired access which were printed too light to be legible. This map is posted on the WEB in the miscellaneous folder as a PDF document which is much more legible.

- On Page 17 of the ROD under the Ibex description for the Horse Creek Tie Trail #269, the correct dates for the open season are June 16 to **September 15** annually, not June 16 to September 4 as written. The dates in the Detailed Description of the Decision are correct.
- On page 21 of the ROD, third paragraph, second sentence there is a typographical error. The word "lever" should be "**level.**"
- Table 2 in the Record of Decision, and Table I-2 in the Detailed Description of the Decision inadvertently omitted information regarding acres of snowmobile restrictions and acres of snowmobile opportunity. The following table corrects that omission:

ROD Table 2. Summary of Winter Opportunities in Miles – (all mileages and Acres are approximate).

Recreation Opportunity	Pleasure Driving (Plowed Road)	Snowmobiling	Cross-country Skiing
Miles of Plowed Road	169	-	-
Miles of Groomed Trail	-	346	57
Miles of Marked Trail	-	122	174
Total Miles	169	468	231
Acres of Seasonal Snowmobile Restrictions		77,908	
Acres of Yearlong Snowmobile Prohibition Outside of Wilderness		504,921	
Total Acres of Yearlong Snowmobile Prohibition Including Wilderness		1,222,290	
Acres Open to Snowmobiling		628,315	

- On the Final Winter Map – the snowmobile trail in Cottonwood Creek in the Crazies on Trail #197 should be shown as a groomed route. The map has been corrected and posted on the website.
- On page 109 of the ROD – first sentence of the page, strike the portion of the sentence after “Buffalo Horn”. This sentence beginning on page 108 should read: *Cross country snowmobiling will also be prohibited in the historic use area of Buffalo Horn.* The winter map is correct, as is the description on pages 58 and 59 of the ROD under the Porcupine-Buffalo Horn Travel Planning Area discussion.
- On Page 13 of the ROD, footnote 2 should read: Although the maps show both marked and groomed *snowmobile and* ski trails, the Travel Plan decision does not distinguish between the two.

- Page I-3 of the Detailed Description of the Decision, Standard A-9, articulates a definition for ATV's based on Forest Service Handbook 2309.18 (05.5). While the Travel Plan was being printed a new definition for ATV's was published in Forest Service Handbook 2309.18 (05.5) for ATV's on 11/28/2006. The definition noted on page I-3 under standard A-9 is corrected with the following definition per current Forest Service manual direction: *All-Terrain Vehicle (ATV). A type of off-highway vehicle that travels on three or more low pressure tires; has handle-bar steering; is less than or equal to 50 inches in width; and has a seat designed to be straddled by the operator.*
- On page II-111 of the Detailed Description of the Decision, row 7 describing Cottonwood Lake Trail #197 should refer readers to the East Crazies Travel Planning area description for details, not the Shield TPA.
- Page II-167 of the Detailed Description of the Decision shows that snowmobiles are prohibited yearlong on segment 1 of the East Fork of Smith Creek Road #6635, it should show an "A" – snowmobiles are allowed with no restrictions yearlong. This correction is consistent with the management displayed for segments 2 and 3.
- Page II-23 of the Detailed Description of the Decision shows that the Bear Canyon/West Pine Connector (a new route) would be open to mountain bikes. The table is incorrect, and should show mountain bikes as "prohibited" yearlong, as is displayed on the Final Summer Non-Motorized map.
- Page II-45 of the Detailed Description of the Decision lists Trail #315 in the Cherry Creek TPA as closed to mountain bikes (under All Other Trails). Trail #315 should list mountain bikes as "A" allowed with no restrictions yearlong, as depicted on the Final Summer Non-Motorized map.
- Page II-50, Russell Creek Trail #3 Segment 1 is listed as "E" but closed yearlong for mountain bikes. This table should read "P" Closed Yearlong for mountain bikes, as depicted in the Final Summer Non-Motorized map.
- The website and CD's distributed to the public had an incorrect version of the Alternative 7M maps. The corrected maps are available on the website and on CD. Please contact us at 587-6701 if you'd like us to send you the electronic files.
- In the ROD on page 61 under the South Plateau discussion, paragraph four, strike the sentence which reads: *The segment of this trail from Reas Pass to the Cream Creek Divide will not allow mountain bikes (i.e. the mountain bikes will use the ATV route).* The relocated Continental Divide Trail is open to foot stock and mountain bike travel, as is correctly displayed in the Detailed Description of the Decision, and on the Summer Non-Motorized Final Decision map.
- In the Detailed Description of the Decision, Page II-92 the mountain bike/stock seasonal restriction on the Swan Creek Trail #186 Segment 1 should read: closed to mountain bikes and stock April 1 – **June 15**, not May 15 as noted in the published text.
- On page I-3 of the Detailed Description of the Decision, Standard A-10 should read: "All wheeled vehicles shall be prohibited from traveling on groomed or marked snowmobile or ski trails from **December 2 or January 1** to April 15th annually depending on location." The start date of the prohibition period is detailed route by route under the individual travel planning area descriptions later

in this document. For example, the Storm Castle Road #132 segment 2, becomes a snowmobile trail on Jan. 1, at which time wheeled vehicles are prohibited.

- On page II-145 of the Detailed Description of the Decision, the Wicked Ridge Trail #78 restriction noted for snowmobiles reads “P” no restrictions yearlong, it should read “P” **closed** yearlong.
- On page II-36 of the Detailed Description of the Decision, the matrix should read “**no restrictions yearlong**” for mountain bikes, hiking and stock on Segment 2 of the Bridger Bowl Road #3200.
- On page II-41 of the Detailed Description of the Decision, Little Tepee Trail #80 was inadvertently omitted from the table. It is closed to all motorized use yearlong, except snowmobiling, and is emphasized for hiking, mountain biking, and stock with no restrictions year long. Snowmobiles and x-c skiing are allowed with no restrictions yearlong.
- On page II-66 of the Detailed Description of the Decision, the comment under Rock Creek North Trail #270 – Seg. 1 should read: from the Trailhead to Smeller **Lake Trail #220**.
- On page II-143 of the Detailed Description of the Decision, the Emigrant Peak Road #3272 should read “P” **Closed** Yearlong to Snowmobiles, not “P” no restrictions yearlong to snowmobiles.
- On page II-168 of the Detailed Description of the Decision, the Shields Low Line Trail #258 Segment 1 should read closed Sept. 15 – **June 15** for motorcycles, not May 15 as shown in the table to be consistent with the seasonal restrictions on the Sunlight Ridge Trail segment 1A which opens June 15.
- On page II-179 of the Detailed Description of the Decision, the Cinnamon Lookout Trail #73 should show motorcycles as “**P**” **prohibited yearlong**, not “E” closed Sept. 15 – June 15. This is consistent with the final summer motorized decision map.
- On page II-179 of the Detailed Description of the Decision, the Cinnamon Meadow Trail #30 should show motorcycles as “**E**” **closed Dec. 2 – July 15**, not “P” closed yearlong as written in the table. The Cinnamon Meadow and Cinnamon Lookout trails were transposed in the table. These corrections are consistent with the final summer motorized decision map.
- On page II-55 of the Detailed Description of the Decision, the Iron Mountain Road #482, Segment 3 should show passenger cars, 4x4, ATV and motorcycles as “**closed Oct. 15 – May 15**”, not “no restrictions yearlong” as shown in the table.
- On page II-40-41 – **the narrative descriptions for segment 1 and segment 2 of the Skyline Trail #151 were reversed**. The narrative description for segment 1 should read: from the Tepee Ck. Trailhead to the Cabin Ck. Divide. The narrative description for segment 2 should read: from the Little Tepee-Cabin Divide to the Tepee-Cabin Divide. The summer motorized and non-motorized final decision maps are correct – and this correction makes the tables match the map.
- On page II-49 of the Detailed Description of the Decision, the “Pommel Mill Road #3216 should read “**Rommel Mill Road #3216**”.
- On page II-91 of the Detailed Description of the Decision, Big Bear Lk. Road #6969 was inadvertently left off the table. This road will be open to 4x4 high clearance vehicles along the northern segment, and managed as an ATV and

motorcycle trail on the southern portions, with a seasonal closure to wheeled motor vehicles from Jan. 1 – June 15. This correction is consistent with the final summer motorized decision map.

- On page II-173 of the Detailed Description of the Decision, the description for South Plateau Road #1700 should read: from Road #1748 to the junction of the Black Bear Road #1786, not from road #1721 as it is written in the table.
- On page II-178 of the Detailed Description of the Decision under the narrative description for Southwest Taylor Fork Trails Group 2 - the narrative should read: “Includes trail #4, #7 beyond the junction with #17” instead of ... beyond the junction with #4 as written in the text.
- On page II-180 of the Detailed Description of the Decision, Minnie Wapiti Trail #203, segment 2, the narrative description should read: “From Pika Point to the Oil Well Road Trail #68, not trail #63.
- On page II-182 we inadvertently left out the description for the West Eagle Ck. Road #3245. This route would be managed for 4x4 high clearance vehicles. Passenger cars, street legal ATVs and Motorcycles would be allowed as would all other uses. The route is closed to wheeled motor vehicles from October 15 – June 15. This addition to the table is consistent with the information displayed on the final summer motorized map.
- In the Record of Decision, page 140: Under Section IX it states that: “Implementation of the Travel Management Plan is scheduled to begin in the spring of 2007 upon signing a special order pursuant to 36 CFR 261 and release of the motor vehicle use map and over-snow vehicle use map.” The intent of this statement was to inform the readers that travel plan restrictions tied to the decision would not go into effect immediately (i.e. as of the date of the decision), rather they would become effective upon completion of a: (a) the “special orders” for restricting summer non-motorized uses and aircraft; (b) publication of the “Motor Vehicle Use Map” for restricting wheeled motorized vehicle use; and (c) publication of the “Over-snow Vehicle Use Map” for restricting snowmobile and other over-snow vehicle use. This statement was not intended to imply that all of the maps and orders were to be in place before any implementation of the Travel Plan were to occur, nor was it intended that special orders were to be completed in conjunction with the Motor Vehicle Use Map and/or the Over-snow Vehicle Use map in order to be enforceable. Enforcement of the restrictions identified on these maps is authorized through regulation.
- The Final Winter Decision maps incorrectly mapped Bear Basin Trail # 16 and Beehive Basin Trail #40 outside of the Lee Metcalf Wilderness with the blue marked cross country ski trail symbol. These cross country ski trails should have had the red line type on the final map, denoting that snowmobiles are prohibited on the portion of the trails outside of wilderness. The information displayed in the Detailed Description of the Decision on page II-28 correctly shows these ski trails as closed to snowmobiles.
- In Cooke City – one snowmobile route that links Daisy and Fisher Creeks was mapped in an incorrect location on the Final Winter Decision map. This trail location has been correctly shown on the Over-Snow Vehicle Use map published in 12/2007.

- North of Hebgen Lake on the Red Canyon road #681 and the Whits Lake Road #971, the Final Winter Decision map depicts the southern portion of these routes as green line type, denoting that these are “Designated Motorized Routes Through a Closed Area”, with a short section of the routes to the north of the snowmobile closure shown as snowmobile trails. These routes are to be managed as “Designated Motorized Routes Through a Closed Area” in the winter for their entire length, not as snowmobile trails. Correspondingly, the Detailed Description of the Decision on page II-40 indicates that these routes are closed to wheeled vehicles on December 2, which is also incorrect – there are no restrictions yearlong. These routes have been accurately mapped on the Over-Snow Vehicle Map as “Open Motorized Routes” through a closed area, and they are open to both wheeled vehicles and snowmobiles.
- In the Hebgen Basin, the Final Winter Decision Map incorrectly shows a small area restriction around Horse Butte as seasonally restricted. The area is masked by a route number, and should depict that the area is closed yearlong to snowmobiles. The correct description is accurately noted in the ROD on page 50, where the Forest Supervisor reiterates her intent to keep the existing area closure in place to protect nesting bald eagles.
- The physical location of a groomed snowmobile trail (connecting snowmobile trails on route 1751 and 1786) at the very southern end of the South Plateau Travel Planning Area was incorrectly mapped, and has been corrected on the Over-Snow Vehicle Use Map.
- On Page II-179 of the Detailed Description of the Decision, the description of management of motorcycles on Cinnamon Meadow Trail #30 and Cinnamon Lookout Trail #73 was inadvertently reversed. Trail #30 is open to motorcycles from July 16 – December 1 while trail #73 is closed to motorcycles yearlong. The summer motorized Final Decision Map correctly shows these routes and their respective designations.
- On Page II-91 of the Detailed Description of the Decision, Storm Castle Ridge Trail #417 should show that motorcycles and ATVs are emphasized, not prohibited, with a seasonal restriction of Dec. 2 – 6/15.
- The Over Snow Vehicle Map published in December 2007, inadvertently showed that Hyalite Reservoir was open to snowmobiles on the “insert blowup” of that area on the reverse of the map. The closure is correctly shown on the small scale forest wide map on the front of the Over Snow Vehicle Map, and the version posted on the web has been corrected. Free copies of the map being distributed during the winter of 2007/2008 have been stamped to show the closure correctly.
- The Final Decision Maps incorrectly labeled the Kersey Lake Road as #308. The correct route number is 306, as listed in the Detailed Description of the Decision. This route number is correctly displayed on the Motor Vehicle Use Map.