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Green Mountain National Forest

Comprehensive Trail Strategy



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I. Introduction: Trails on the Green Mountain National Forest

The Green Mountain National Forest (GMNF) encompasses approximately 50 percent of the public land within Vermont. As such, the Forest Service serves a role in connecting our publics with natural landscapes, public land management, and recreation and stewardship opportunities. National Forest System Trails are the arteries into the heart of the GMNF, allowing visitors to experience the forests beyond the picnic areas, campgrounds, and local highways. Trails invite people to view waterfalls and scenic overlooks and entice them to explore deeper into the forests. They allow a personal interaction with the forest landscape in a minimally constructed and planned environment.

Trails are a major component of the recreation program on the GMNF where the recreation niche focuses on providing trail-based activities in backcountry settings. With an estimated 2.5 million annual visitors to the GMNF, trails are increasingly identified as a travel destination where people can enjoy recreating on foot, bicycle, horse, snowmobile, or ski. Trails are valued for contributing to the physical, mental, and spiritual health of individuals in addition to providing socio-economic contributions to local communities and businesses. As the economic base of many communities shifts with industry consolidation or closure, communities increasingly rely on outdoor recreation to provide a sustainable economic base and to serve as a quality of life attraction for residents and visitors.

Managing National Forest System trails is increasingly challenging as trail budgets fluctuate, visitor use is high, and trail construction standards for safety and resource protection continue to increase. The future success of sustainable trail management relies on the thoughtful evaluation of trail networks and projects, efficient use of the staff and volunteer workforce, and maximizing opportunities for trail grant funding.

A. Trail Volunteers

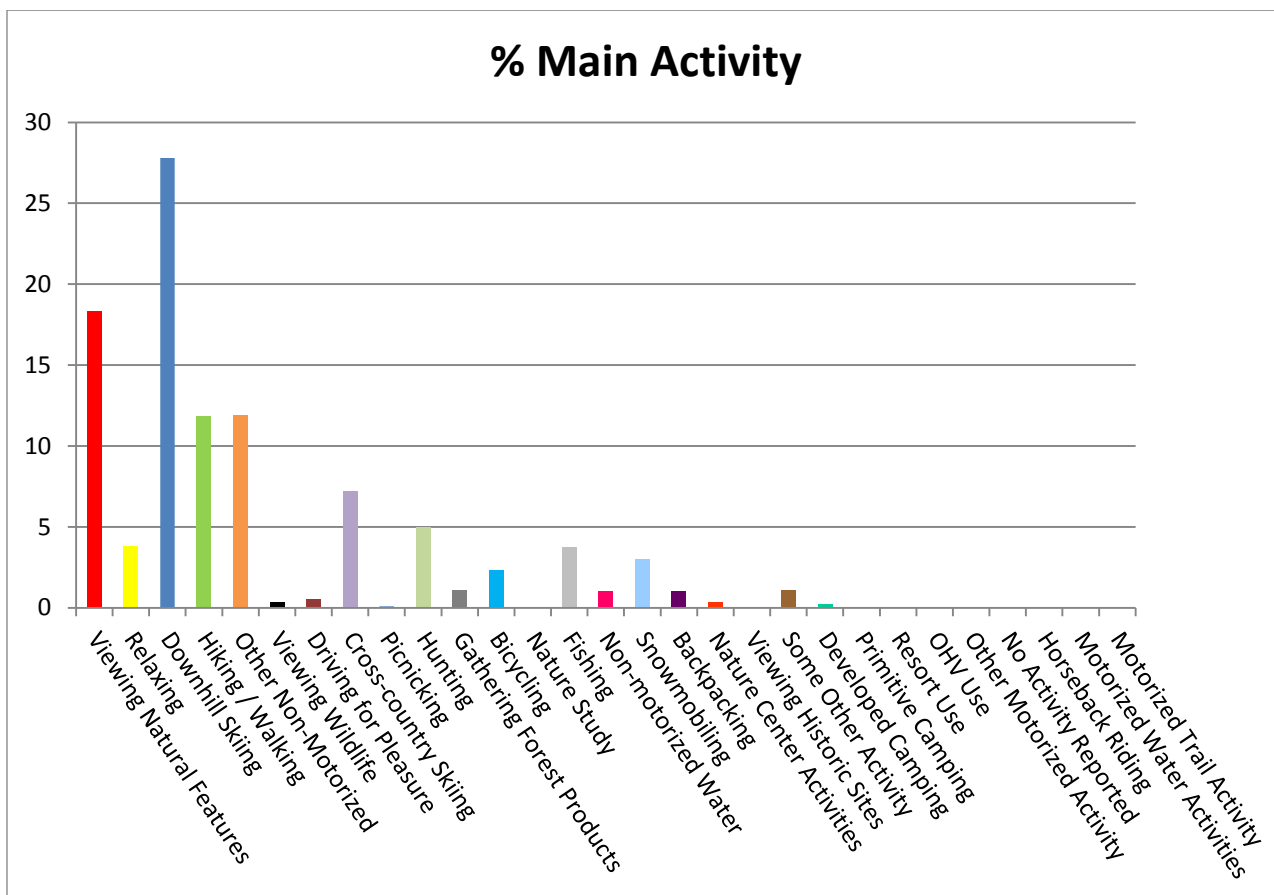
The future of recreational trails on the GMNF relies on a cooperative and communicative relationship between the Forest Service and the leaders and members of volunteer organizations. Volunteers generously donate their time and talent to advance the Forest Service mission. Volunteers spend tens of thousands of hours annually engaged in the development, maintenance, and management of the trails and trail systems that connect people to the land and its resources. Additionally, trail volunteerism itself is a form of recreation. People form social networks, create lasting positive memories, and enrich their lives by donating time and energy to Forest Service trails. Considering this, Forest Service staff manages volunteers engaged in the trail program in a way that leverages their value as a labor force, respects their status as constituents and owners of the public lands, and honors their charity by ensuring their time is well spent, meaningful, and enjoyable.

The Forest Service recognizes that the capacity to provide quality recreational trails depends heavily on a well-trained volunteer corps. However, managing volunteers takes time, energy, deliberation, and resources to manage effectively. With limited resources, however, it is clear that Forest Service employees can more effectively manage volunteer groups rather than individuals. Those interested in volunteering on the GMNF are encouraged to join an established volunteer organization that has an agreement in place with the Forest Service (see Appendix 2). Volunteer management can be a complex and sometimes demanding job. A clear volunteer agreement with a description of service, safety standards to be met by all volunteers, and job hazard analysis must be in place to prevent problems. “Volunteers” acting outside of the scope of service contained within their volunteer agreement are not volunteers.

B. Trail Use

The National Visitor Use Monitoring (NVUM) surveys show that trail use is one of the primary reasons people visit the GMNF. In 2010, NVUM established the GMNF receives approximately 2.5 million recreation visits annually. Visitors identify their primary recreation activities as: viewing natural features; relaxing; downhill skiing; hiking/walking; and other non-motorized activities. Figure 1 shows the “Main Activity” that survey respondents identified as their reason for visiting the GMNF (USDA Forest Service, NVUM Report 2010).

Figure 1: Percent Main Activity for Green Mountain National Forest Visitation



C. System Trails

The GMNF contains approximately 936 miles of non-motorized and motorized trails (Tables 1 and 2). These trails include summer uses, such as hiking, horseback riding, and mountain biking, as well as winter uses including cross-country skiing and snowmobiling. Frequently, one trail is designated for multiple uses such as hiking and mountain biking. Many National Forest System trails represent a legacy of forest management practices and historical trail uses. While some of these trails were built in sustainable locations and were well designed, others were “ridden” or “walked” in, placed on old logging roads, and/or never built following acceptable or current design standards. Additionally, some trails were developed to respond to individual requests and were not planned within a larger context of providing a comprehensive trail program. These trails tend to be randomly located, lack overall design and necessary support facilities, and are not sustainable given the capacity requirements of the trail users or the modes of travel. Trails lacking appropriate design and construction may not meet user needs and often create ecological resource issues.

Table 1: Trail Mileage by Ranger District			
GMNF Unit	Non-Motorized	Motorized	Totals
Manchester RD	214	274	488
Middlebury RD	124	86	210
Rochester RD	168	70	238
Total	506	430	936
Source: INFRA Trails Database; Green Mountain National Forest			
‡Notes: Mileage is approximate as of February 1, 2015			

Table 2: Miles of Trails by Managed Use			
GMNF Unit	Manchester RD	Middlebury RD	Rochester RD
Snowmobile	228	80	63
Hiker/Pedestrian	177	72	132
Cross-Country Skiing	101	83	25
Bicycling	96	40	20
Pack & Saddle	73	24	115
Total	675	299	355
Source: INFRA Trails Database; Green Mountain National Forest			
‡Notes: Mileage is approximate as of February 1, 2015			
Higher total trail mileage in Table 2, as compared to Table 1, results from trails offering multiple uses.			

D. Non-System Trails

In addition to managing and maintaining designated National Forest System trails, the Forest Service is tasked with addressing unmanaged recreation and mitigating the effects of unsanctioned use on non-system trails. Unmanaged recreation was identified by the Chief of the Forest Service as one of the four main threats challenging national forest land managers in the United States. Increasing population and demand for resources have led to resource damage from unmanaged recreation. Erosion, user conflicts, spread of invasive species, damage to cultural sites, disturbance to wildlife, destruction of wildlife habitat, and risks to public safety can result from unmanaged recreation, including illegal OHV use or the construction or maintenance of illegal trails.

E. Trail Funding

Forest Service trail funding primarily comes from appropriated dollars; however, Forest Service trail managers and partner organizations frequently seek grant funding or alternative funding sources to accomplish trail projects. Construction of trails, trail maintenance, repairs, and relocations come at a high cost. In 2014, typical 10 person youth crews range from \$5,000-\$7,000 a week to complete trail maintenance while contracted trail maintenance can cost as much as \$15,000 per mile for brush and hazard tree removal, structure repair/replacement, or restoration of tread and drainage.

F. Deferred Maintenance

With the fluctuation of federal budgets, annual or cyclical trail maintenance tasks may not occur or may be completed at a reduced level. This “deferred maintenance” is maintenance that was scheduled to be performed but was delayed until a future period- often resulting in increasing the cost of maintenance over time. The Forest Service uses condition surveys to estimate deferred maintenance by sampling a select number of trails annually. Figures are reported on a national level where the costs of maintenance tasks are averaged across the United States. The agency’s total deferred maintenance for National Forest System trails is determined based on the random sample surveys. The Forest Service estimated the value of its trail maintenance backlog to be \$314 million in fiscal year 2012.

II. Purpose of the Comprehensive Trail Strategy

Given the issues identified above in regards to trail management, trail funding and deferred maintenance, the Forest Service initiated this Forest-wide Comprehensive Trail Strategy process to provide guidance and recommendations for the sustainable management of non-motorized and motorized trails across the GMNF. This Strategy identifies trail management issues as well as processes that can be used to resolve or address trail concerns. The purpose of the Strategy is to: enable the Forest Service to efficiently and effectively respond to stakeholder requests; address capacity concerns; and comply with the 2006 GMNF Land and Resource Management Plan (Forest Plan) Goal #12 stating, “complete comprehensive trail planning for 100 percent of the Forest” in order to provide sustainable, diverse, and quality trail experiences.

This Strategy provides a cumulative look at the GMNF trail system while providing guidance and direction to inform trail managers on future management decisions. The Strategy is a snap shot in time of the trails and concerns that need to be addressed; it also provides a framework for addressing unforeseen trail management issues. The Strategy will serve as a guidance document for developing a sustainable trail system on the GMNF. A sustainable trail system is defined as being environmentally sustainable, socially sustainable, and financially sustainable. Developing a sustainable trail system will take into account the safety of Forest visitors; ecological effects on the land; effective use of staff, volunteers and partnerships in the operation of the trail system; analysis of existing trails; evaluation of current and predicted trail needs and desires; and a coordinated approach to managing the system.

A. Trail Strategy Goals

Looking to the future of sustainable trail management on the GMNF, the following goals were established for this Trail Strategy:

- Goal 1: Identify a sustainable trail system by recommending actions such as decommission, add, or alter the management of a trail.
- Goal 2: Explore opportunities to connect Forest Service system trails with those on adjacent public lands, such as town features, State Parks, and National Parks.
- Goal 3: Develop products/outcomes to assist trail managers with addressing future trail issues. Products that will be a direct outcome of this process include: 1) sustainable trail definition; 2) step-by-step process for evaluating future trail proposals; 3) updated Forest Service trail database; 4) recommendations for volunteer management; 5) analysis of public comments on trail management; and 6) recommendations for future trail management actions.
- Goal 4: Continue the collaborative public process with opportunities for feedback and information exchange.

B. Trail Strategy verses National Environmental Policy Act (NEPA)

The Forest Service initiated the Comprehensive Trail Strategy process to provide a foundation for evaluating and making management decisions regarding trails on the GMNF. This document is not a decision document in the context of the National Environmental Policy Act (NEPA). Recommendations from the Comprehensive Trail Strategy will be addressed over time through site specific NEPA analysis.

III. GMNF and Vermont Trail Collaborative

In 2009, the Vermont Trail Collaborative was established to improve management of trails and recreation on the GMNF and throughout Vermont. Between 2009 and 2011, the group met to create and develop a collaborative effort to engage groups and individuals representing diverse views, interests, and demographics. The Collaborative had a common focus to resolve or address issues such as: social conflicts and perceived equity among various types of trail recreation; mitigating landscape level effects to wildlife and important habitats; quantifying possible cumulative effects to soil/water/air; identifying common priorities and strategies for user compliance and education; and identifying/agreeing upon common maintenance practices or standards.

Several products and ideas were identified at the end of the Vermont Trail Collaborative process. Trail recommendations, including site-specific additions, decommissions, and relocations, that were identified through the Vermont Trail Collaborative were reviewed, and often incorporated into the recommendations of this Comprehensive Trail Strategy. More information on the Vermont Trail Collaborative process and outcomes are available online at: <http://www.uvm.edu/tourismresearch/trails>.

IV. Trail Strategy Process

Data Clean-Up

The first step in completing the Comprehensive Trail Strategy required the Forest Service to assess the condition of our trail data, address inaccuracies, and provide the most accurate information to date to inform the process. Trail information in our database of record was reviewed to identify:

- Missing system trails, such as those that had undergone environmental analysis and had been constructed, but were never entered into the trail database of record
- Accuracy of the existing trail information, such as what uses each trail is managed for (hiking, snowmobiling, etc.)
- Accuracy of the geographic/spatial data compared to actual ground conditions
- Identification of non-system trail locations

Internal Trail Evaluation

After the trail data was reviewed and improved, an internal review of the trail network was completed. This evaluation was developed considering three tiers of sustainability (social, environmental and financial). Every GMNF National Forest System trail was evaluated based on the following criteria:

- **Managed Use:** The Managed Uses of a trail are the modes of travel that are actively managed and appropriate, on a trail, based on its design and management. There can be more than one Managed Use per trail or trail segment. The intent of the Trail Strategy process was to identify the most appropriate Managed Uses for each trail or trail segment based on applicable land management direction, travel management decisions, and trail-specific decisions. Managed Uses on the GMNF include:
 - Hiker/pedestrian
 - Pack/saddle
 - Bicycle
 - Cross Country Ski
 - Snowshoe
 - Snowmobile
- **Relative Use Levels:** Intended to capture the perceived popularity of a trail, relative use levels were based on Forest Service staff field observations, trail counter data (when available), and public feedback. This qualitative figure was recorded as low, medium or high.
- **Safety, Resource and/or Maintenance Concerns:** Known safety, resource and/or maintenance concerns were identified to determine if a trail should be decommissioned, rerouted or proposed for an alternative management action. Concerns varied and included such issues as:
 - Conflicting managed uses
 - Steep
 - Wet
 - Erosion/washouts
 - Bridge/boardwalk/infrastructure concerns
 - Overgrown/not maintained
- **Purpose:** The purpose for each trail captures unique opportunities or access routes provided by each trail. Analysis of each trail captured if the trail provided:
 - Loop opportunities
 - Access to scenic vistas or other natural features
 - Access to services (such as gas for snowmobile trails)
 - Connectivity to larger state-wide or localized trail networks, such as: the Long Trail, Catamount Trail, Appalachian Trail, or Vermont Association of Snow Travelers snowmobile network
- **Forest Plan Alignment:** The National Forest Management Act (NFMA) requires development of long-range land and resource management plans, and that all project activities be consistent with direction in the plans. The GMNF Land and Resource Management Plan (Forest Plan) was completed and approved in 2006 as required by the NFMA and provides direction for all management activities on the Forest. Trails were reviewed for consistency with the Forest Plan.
- **Recent Maintenance and Financial Investments:** Recent investments in trail infrastructure or maintenance were captured for each trail.
- **Duplicate Trail Opportunities:** Trail locations were reviewed to determine if alternative trail connections were available, such as parallel trails or trails that have the same start and end point.

Draft Internal Recommendations for Long-term Trail Sustainability

Based on the trail evaluations, a draft recommended action was identified for each trail. Recommendations included:

- Maintain Trail at Status Quo
- Potential New Trail Need
- Trail Potentially Not Needed
- Maintain Trail Under Permit
- Add Permitted Trail to System

Collaboration

Once draft recommendations were completed through internal analyses, the Forest Service sought public input through a collaborative process. It is the responsibility of the Forest Service to foster open, productive communication with trail users and interested stakeholders. It is essential that the Forest Service build upon and continue to improve communications and trail management conversations with the public to clarify issues and build support for long term trail management and planning.

To foster ongoing, open communication, the Forest Service hosted six public meetings aimed at engaging a broad spectrum of trail users and stakeholders on the National Forest. Workshops were held throughout Vermont, including: Hancock, Middlebury, Montpelier, Peru, Rutland and Woodford. During these workshops, the Trail Strategy goals and methods were outlined and maps depicting draft trail recommendations were presented to the public. There were over 50 participants at the public meetings, with representation from non-profit, State, and national organizations. All meetings were open to the public; advertised through web, news releases, and emails; and scheduled at various times to maximize collaborator involvement.

Through these collaborative meetings, the Forest Service engaged our publics in discussions of a broad range of trail related issues, from user perceptions of positive trail experiences, elements of sustainability, and recommendations for improving trail system function and conditions.

Final Recommendations

Following the public meetings, Forest Service staff analyzed comments from the public (see Section V., E). This process balanced comments from the public meetings with Trail Strategy objectives, Forest Service trail management direction, Forest Plan standards, and Forest goals. Comments from the public meetings were then categorized by topic and location with a corresponding Forest Service recommendation for follow-up action. All comments from the public meetings and Forest Service responses are detailed in this document. Regardless of how these comments are categorized, implementation of any proposal is dependent on funding, environmental review, and long-term volunteer commitment for maintenance.

Next Steps: Implementation

The final step will be to implement the Comprehensive Trail Strategy. The Strategy will be implemented over time as it is used as guidance to inform decisions regarding trail management. Decisions regarding the implementation of specific proposals or actions will be made through the appropriate NEPA process. Following successful analysis and decision, projects may be implemented individually or as part of a larger Integrated Resource Project (IRP). Priorities for future trail projects will depend on funding, health and safety issue resolution, legal requirements, resource damage, IRP locations, and a myriad of other factors.

V. Trail Strategy Outcomes and Products:

A goal of the Comprehensive Trail Strategy was to complete the development of multiple products/outcomes to assist trail managers with addressing future trail issues. Products identified to be a direct outcome of this process include:

- Product 1: Sustainable trail definition
- Product 2: Step-by-step process for evaluating future trail proposals, including a process to address user requests for new trails, trail reconstruction, repairs, or relocations
- Product 3: Updated Forest Service trails database
- Product 4: Recommendations for volunteer management
- Product 5: Public comment analysis by district
- Product 6: Recommendations for future trail management actions

A. Product 1: Defining Trail Sustainability

The Comprehensive Trail Strategy was developed to assist land managers with the establishment of a sustainable trail network. The concept of trail sustainability may be defined from the perspective of trail users, maintainers, and managers based on three basic elements of trail sustainability: environmental sustainability, social sustainability, and financial sustainability. These elements of sustainability work in concert like a three-legged stool: if one leg is broken, the stool will fail. If any one of these elements is missing or broken as related to trail management, a solution should be identified and implemented if feasible. If the issue cannot be corrected in a reasonable manner, the trail should be considered for decommissioning.

Environmental Sustainability

To be considered environmentally sustainable, a trail must conform to USDA Forest Service National Quality Standards for Trails (see Appendix 3). By these standards, a trail or trail use must not unacceptably impact other resources or be in violation of environmental laws. Therefore, to be environmentally sustainable a trail or trail use must not:

- Contribute unacceptable levels of sediment to waterways
- Cause unacceptable impacts to wildlife, plants, or their habitats
- Cause unacceptable impacts to cultural resources
- Have any condition where the trail tread or structures are unstable or in jeopardy of failure

If any of these conditions exist the trail should be repaired, relocated, or considered for rehabilitation and/or decommissioning.

Social Sustainability

Social sustainability as related to trails considers how well user needs are being accommodated by a specific trail. A trail could be considered socially unsustainable if:

- The trail is not being used, has overgrown or fallen into disrepair, and has no volunteers willing to perform routine maintenance
- The trail does not serve a needed purpose within a complex such as: a connector or loop; vista or natural feature access; or link to a larger trail network
- The trail is not supported by other facilities such as a trail head, campground, picnic area, or parking lot
- The only trail access is across private land and no Right-of-Way or easement exists

- The sole purpose of the trail is to provide National Forest access from private lands which are not accessible by the general public (exclusive use for a limited population)
- There are serious conflicts among user groups, especially where user safety is concerned

If any of these conditions exist and attempts at resolution are unsuccessful, the trail should be considered for relocation, or a change in Managed Use.

Financial Sustainability

Trail funding generally comes from budget appropriations. These funds pay for overhead, salary, environmental reviews, training, travel, fleet, equipment, materials and supplies, contracts, and every other aspect of managing a National Forest trail program. The amount of funding available in any given year is typically less than that needed to maintain the trail system to National Quality Standards.

Reliance on a volunteer workforce is essential, but it too has costs. Managing a volunteer workforce requires salary for District volunteer coordinators, as well as other costs such as fleet, tools, training, safety and equipment. The actual per mile cost of trail maintenance by Forest Service or volunteer crews is difficult to ascertain. Contract maintenance or construction costs are easier to estimate and budget. Regardless of how trail maintenance and construction work is accomplished, there is an associated cost. Maintenance or relocation of an existing trail, or proposal for a new a trail, can only be considered financially sustainable if:

- The work is fully funded through appropriations or alternative funding sources, including funding for required environmental analyses
- A long-term commitment for routine maintenance is established with a well-organized volunteer group(s)
- National Quality Standards for Trails can be met over the long-term with a combination of available funding and volunteer efforts

If conditions for financial sustainability, social sustainability, or environmental sustainability cannot be met, corrective actions should be taken or the trail should be considered for possible decommissioning.

B. Product 2: Process for Evaluating Trail Proposals

Background

To address concerns with the environmental, social, or financial sustainability of a trail, Forest Service staffs propose or are asked to: 1) construct trail relocations, 2) repair or relocate trails, 3) add trails, or 4) add/remove uses to existing trails. These proposals often address concerns such as: resource damage or improper trail construction; new trail issues, such as demand for a new or growing use; or ongoing needs, such as providing trails to improve the economic base of a community or provide links to other trail networks. Adding new trail miles to the system or relocating trails must take into account the initial planning and construction costs as well as the long-term commitment to maintenance.

When a user-group or individual requests to relocate, repair, reconstruct, add/remove uses, or add trails, it is incumbent on the Forest Service to ensure that the proponent or user group understands the costs associated with the construction, trail planning, design, and environmental analysis in addition to ensuring the sustainability of the trail(s). For these reasons, a process is needed to evaluate and filter proposals for relocation, reconstruction, repairs, or trail construction.

Evaluation Process: Responding to Internal and External Trail Proposals

Internal and external proposals to add, relocate, or alter the National Forest Trail system, will follow the process outlined here:

1. Review initial proposal to ensure alignment with the 2006 Forest Plan
 - a. Does the Management Area(s) allow the activity?
 - b. Does the activity work towards achieving Forest-wide or Management Area direction for Desired Future Condition?
 - c. Does the activity align with Standards and Guidelines?
2. Evaluate the proposal for economic, environmental and social sustainability
 - a. What are the anticipated use levels and can the project/proposal support those levels, considering: sustainable trail design/location as well as support infrastructure such as parking
 - b. Safety concerns, including potential user conflicts
 - c. Resource concerns
 - d. Maintenance concerns, including having the support of a volunteer organization
 - e. Purpose (leads to vista, loop, to services, other attractions)
 - f. Short and long-term financial needs
 - g. Duplicate trail opportunities-including analysis of trails on State, federal or private land: is the trail(s) needed?
 - h. Consider if the proposal would require or could benefit from a Special Use Permit
 - i. Compliance with National Quality Standards for Trails and trail fundamentals (Appendix 3)
3. Discuss findings with project proponent and outline the process for trail development, relocation, reconstruction, or repairs (proposal, National Environmental Policy Act analysis, funding, construction, long-term maintenance): clearly defining Forest Service and partner roles
4. Conduct formal National Environmental Policy Act analysis if the project is proposed to move forward

C. Product 3: Updated Forest Service Database

During development of the Comprehensive Trail Strategy, the Forest Service worked to improve our trail data information. The Forest Service uses the INFRA Trails database as the corporate inventory and costing database for National Forest System trails. This database is used for recording and reporting miles of trails in addition to tracking associated trail information including jurisdiction, managed uses, congressional districts, counties, trail class, trail type, and maintenance needs/costs.

Although trail data collection and input into INFRA Trails is a continuous task, updated trail information was entered into the database during the development of this Strategy. Also see Section IV, A: Data Clean-Up.

D. Product 4: Recommendation for Volunteer Management

The importance of developing and maintaining strong partner and volunteer relationships was highlighted in Section 1A of this document. Recommendations for future management actions to achieve long-term volunteer and partner support include:

- Recruit 'District Volunteer Project Coordinators' to assist Forest Service staff with the district-wide management of volunteers. This concept has been utilized across the National Forest System where Coordinators are responsible for promoting stewardship of a Ranger District through partnership coordination, volunteer service, education and support. Coordinators engage volunteers from all user groups ranging from wilderness advocates to motorized enthusiasts in order to encourage stewardship among all those who value the National Forest trail network.
- Develop Forest-wide Sponsored Volunteer Agreements for those volunteer organizations serving multiple Districts. This approach could significantly reduce paperwork for the Forest Service and volunteer organization(s).

E. Product 5: Public Comment Analysis by District

The following write-up provides background information for each Ranger District and divides each District into three sections for the ease of reviewing the trail networks and public comments on those trail sections. Each trail section analysis contains a table linking collaborator comments with Forest Service feedback.

i. Manchester Ranger District Trail Sections

The Manchester Ranger District covers 260,000 acres in Rutland, Bennington, Windsor, and Windham Counties. Located in the southern portion of the Green Mountain National Forest, the District is host to the Robert T. Stafford White Rocks National Recreation Area, the Appalachian National Scenic Trail, Long National Recreation Trail, and the Peru Peak, Big Branch, Lye Brook, George D. Aiken, and Glastenbury Wildernesses. It has multiple rivers, ponds and reservoirs, and approximately 480 miles of trails. There is a variety of trail opportunities including mountain biking, hiking, snowmobiling, downhill and cross country skiing, horseback riding, and snowshoeing. The District has four lake or streamside developed campgrounds, and two picnic areas. As part of the Strategy process, trail sections were identified for each Ranger District.

Trail Sections:

1. **Vermont Route 103 to Vermont Route 11:** The Vermont Route 103 to Vermont Route 11 area utilizes Vermont Route 103 as the northern border, Vermont Route 155 as the eastern border, and U.S. Highway 7 as the western border in Rutland County and the New York State line in Bennington County. The southern border is Vermont Route 11. This trail complex contains the congressionally designated Robert T. Stafford White Rocks National Recreation Area, and the Big Branch and Peru Peak Wilderness areas. This complex includes the Appalachian Trail and Long Trail, the statewide Catamount Trail and multiple snowmobiling and hiking trails. It contains the Rootbeer Ridge, Mountain Valley Trails Association and the Dorset Mountain trail networks. There are multiple parking areas and trailheads on both State and U.S. Highways, and along Forest Roads for both summer and winter use.
2. **Vermont Route 11 to Vermont Route 9:** The Vermont Route 11 to Vermont Route 9 area utilizes Vermont Route 11 as the northern border, the New York State line as the western border, Vermont Route 100 as the eastern border (Note: the Forest Proclamation Boundary lies east of Vermont Route 100 in the Towns of Wardsboro and Dover) south to Vermont Route 9. This trail complex contains the congressionally designated Lye Brook and Glastenbury Wilderness areas, the

Appalachian Trail and Long Trail, the statewide Catamount Trail in addition to hike, snowmobile, mountain bike and horse trails. It contains the Grout Pond Recreation Area trail network. There are multiple parking areas and trailheads for both summer and winter use.

3. South of Vermont Route 9 to the Vermont/Massachusetts border: The Vermont Route 9 to the Vermont/Massachusetts Border area utilizes Vermont Route 9 as the northern border, the New York State line as the western border, Harriman Reservoir/Vermont Route 100/Merrifield Road as the eastern border south to the Massachusetts State line. This trail complex contains the congressionally designated George D. Aiken Wilderness, the Appalachian Trail and Long Trail, the statewide Catamount Trail in addition to hike, snowmobile, mountain bike and horse trails. There are multiple parking areas and trailheads for both summer and winter use.

ii. Manchester Ranger District Public Comments and Analysis

Table 3: Public Comments and Forest Service Follow-up Recommendations - Manchester Ranger District Section 1: Vermont Route 103 to U.S. Highway 11				
Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
320	Wallingford Pond Trail	Display VAST Map trail	Map Correction	Verified on VAST map, Trail as shown on FS map is consistent with VAST.
342 (FR 29)	Moses Pond Road	Consider new mountain bike trails	New Mountain Bike Trails	FT 342 and FR 29 are concurrent. Forest Roads are already open to this type of use.
343	Moses Pond Trail	Consider new mountain bike trails	New Mountain Bike Trails	Agreed and the Forest Service now recommends modify trail uses.
343 and 345	Moses Pond and Cemetery Run	FT 343 Moses Pond to FT 345 would also be a good multi-use trail [including mountain bikes].	Change Trail Use	The Forest Service agrees with this comment, and will seek opportunities to designate mountain bike trails by adding that use to some existing trails. See response to 343 above.
344 and 345	Devils Den and Cemetery Run	FT 344 to Cemetery Run (FT 345) would make a nice mountain bike loop.	Change Trail Use	See response above.
344	Devil's Den	Consider new mountain bike trails	New Mountain Bike Trails	See response above.
345	Cemetery Run	Consider new mountain bike trails	New Mountain Bike Trails	See response above.
346 to 350	Utleigh East to FR10	Consider new cross country ski trail	New cross country ski trail	FT 346 and FT 350 are snowmobile trails and may be used by cross country skiers. The Forest Service is not considering the possibility of modifying trail uses for this trail

				given that the GMNF contains over 200 miles of trail managed for cross country ski use. Additionally, cross country skiing is allowed on the entire 936 mile network.
Trail FR58 to FR 30	Old Job	Old Job Trail FR 58 to FR 30 is missing	Map Correction	The trail from FR 58 to FR 30 is the Corridor 7 snowmobile trail, FT 385. This comment is noted. Some trail maps did not display FT 385 and others did. This correction will be made.
412	Old Job Trail	Display new location of Old Job Trail and show correct termini for FR 30	Map Correction	Comment noted. This correction will be made.
446	Hapgood Pond	There is an existing trail around the pond, which could readily accommodate beginner mountain bike riders, and we recommend that it be designated as such.	Change Trail Use	The Hapgood Pond Nature Trail is designed and managed as a hiking trail. The Forest Service is not considering the possibility of modifying trail uses for this trail. The Forest Service has been working with the Vermont Mountain Bike Association (VMBA) since 2011 and the Manchester and Mountains Bike Club (MMBC) since 2014 to designate mountain bike trails in this area. Specifically to connect to the Hapgood Pond Recreation Area as well as connecting to the Mountain Valley Trail Association (MVTA) trails in the Utley Brook area. A field review of the proposal is scheduled for summer 2015 in preparation for an environmental analysis to designate trails for this use.
500	Upper Little Michigan	Consider new mountain bike trails	New Mountain Bike Trails	See above response. The Forest Service is working with the VMBA and MMBC to designate mountain bike trails. The Forest Service will consider adding mountain bike trails in this area.
501	Little Michigan	Consider new mountain bike trails	New Mountain Bike Trails	Although the Forest Service considered this comment, we maintain our recommendation that this trail be maintained for existing uses.
502	Utley Brook	I would like to see the Utley Brook trails designated for Mountain bike use with any	Change Trail Use	See above responses to 446 and 500.

		needed improvements and possible expansion, all in partnership with MMBC (Manchester and Mountain Bike Club).		
502	Utley Brook	Consider new mountain bike trails	New Mountain Bike Trails	See above responses to 446 and 500.
504	Stone Place	Consider new mountain bike trails	New Mountain Bike Trails	See above responses to 446 and 500.
Multiple	Multiple Trails in Peru/Landgrove/western Manchester Ranger District	Designate “existing” trails (for starter) in the Landgrove/Peru/Western area as “system trails” for mountain bike use.	New Mountain Bike Trails; Change Trail Use	See above responses to 446 and 500.
Multiple	Multiple Trails in Landgrove	Trails in the Landgrove area should be considered as Mt bike trails. Trails include: Utley Brook, Lower Little Michigan, and FT344 to Cemetery Run, FT345, and 342 – 343.	Change Trail Use	See above responses to 343, 446, and 500.
Multiple	Multiple Trails in Peru/Utley Brook/Fr10	Please focus on opening access for Mt. Biking to Peru/Utley Brook/FR-10 area. New trails may be necessary to avoid predominantly wet areas.	New Mountain Bike Trails	See responses to 446 and 500.
FR 12	FR 12, Peru	This Forest Service Road and its extension west are well-suited for skiing and connect with the Utley Brook trails. Farther west, black birch are leaning in on the road, several water bars, and several gullies from where culverts were removed, are the only real impediments for skiing. The road is flat and wide and perfect for beginner skiers.	Road Maintenance	This Comprehensive Trail Strategy does not include recommendations for road maintenance and this comment is noted.
n/a	Hapgood Pond	Development of beginner and family friendly trail riding opportunities around Hapgood Pond Recreation	Access	See above response to 446.

		Area in Peru, which we feel could be very popular with visiting groups, and could be supported by the existing infrastructure such as campsites, parking, day-use area and bathrooms.		
n/a	Hapgood Pond	Construction of 5-7 miles of new intermediate ability trails close to the main parking area, and see the potential for the development of several longer distance backcountry loops (each 10-15 miles) for advanced riders from this trailhead.	New Mountain Bike Trails	See above response to 446.
n/a	Manchester	Feel that there is significant potential for the development of trails close to the town of Manchester, VT connecting to existing rails-to-trails and town parcels.	New Mountain Bike Trails; Economic Growth	The Forest Service seeks opportunities to improve and increase recreation opportunities. More information would be needed to identify a site-specific recommendation in response to this request.
n/a	Manchester	Please consider the Manchester and Mountains Bike Clubs proposal for legal mountain biking trails. Particularly, consider the use of Mountain Valley Trails Association (MVTA) trails for broader multi-use. Utley Brook area.	New Trails	See above responses to 343, 446, and 500.
n/a	Priest Lane	Consider new mountain bike trails	New Mountain Bike Trails	See above response to 446.
n/a	Utley Brook and Dorset Forest	We need more mountain bike trails – Not re-purposed logging roads: Utley Brook and Dorset Forest.	New Mountain Bike Trails	See responses to 446 and 500 regarding 502 Utley Brook Trail. If the Dorset Forest comment is in reference to new trails on Dorset Mountain, new mountain bike trails were added to the Forest Trail System in the February 2013 Dorset Peru Integrated Resource Project Final Environmental Analysis (EA). These trails will be constructed for mountain bike use.
n/a	Bromley to Dorset area	I shall repurpose an idea I had years ago: a cross country ski	New Trail	The GMNF contains over 200 miles of trail managed for cross country

		trail from near the top of Bromley, descending NW to East Dorset. The lower half of this has in effect been made a part of the recent Dorset Plan. This would not be for mountain bikes.		ski use. Additionally, cross country skiing is allowed on the entire 936 mile network. So while this comment was considered, abundant cross country skiing opportunity is already provided. The Forest Service will reconstruct the East Dorset Trail from East Dorset to FR 21 for cross country skiing, snowshoeing and hiking as decided in the February 2013 Dorset Peru Integrated Resource Project Final EA.
n/a	East Dorset Trail	Consider new mountain bike trail	New Mountain Bike Trails	In the February 2013 Dorset Peru Integrated Resource Project Final EA, 6.7 miles of new mountain bike trails were added to the Forest Service trail system. The East Dorset Trail was designated as hiker/pedestrian and is not suitable for mountain bike use.
n/a	Dorset Peak East	Consider new mountain bike trail	New Mountain Bike Trails	In the February 2013 Dorset Peru Integrated Resource Project Final EA, 6.7 miles of new mountain bike trails were added to the Forest Service trail system including a suitable portion of this trail.
n/a	Dorset Mountain West Side	Consider new mountain bike trail	New Mountain Bike Trails	In the February 2013 Dorset Peru Integrated Resource Project Final EA, this trail was determined not suitable for mountain bike use.

**Table 4: Public Comments and Forest Service Follow-up Recommendations - Manchester Ranger District
Section 2: U.S. Highway 11 to Vermont Route 9**

Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
326	Haystack - Mount Snow ridge trail	There is a wet marshy area on the existing Ridge Trail between Mount Snow and Haystack. We understand that the GMC is currently working on improving a wet area close to Haystack peak, and it would be wonderful if the wet area close to Mount Snow could also be addressed.	Trail Maintenance	The Forest Service agrees with the need to reconstruct/relocate portions of the Deerfield Ridge Trail and continues to seek funding to complete more of this work.
326	Ridge Trail	It's a natural wonder on the ridge and families hike up from chimney hill but mostly	Improve Trail	See above response.

		stop because of the muddy swampy sections. Hiking back with children with wet muddy shoes can turn into a bad experience. I'm not talking mud puddles but knee deep mud section that have almost suck my shoes off my feet.		
326	Ridge Trail	Ridge Trail remediation satisfies all the goals, requirements, etc... Even available funding	Improve Trail	See above response.
326	Ridge Trail	This is an important trail that could easily be accessed and maintained. I believe it would be a great multi use trail.	Improve Trail	The Forest Service agrees and recently designated this trail Hiker/Pedestrian for hiking, cross country skiing and snowshoeing in December 2014.
326	Ridge Trail	Ridge trail remediation, promote XC/hiking connectivity, Funding for labor, Civil partners, Deerfield Ridge? Stratton Ridge? West Ridge or Rootbeer Ridge?	Improve Trail Connect Trail	See response to FT 326 Ridge Trail. More information would be needed to identify a site-specific recommendation in response to this request for Stratton, West, and Rootbeer Ridge Trails.
326	Ridge Trail	My family and I hike the ridge trail frequently and we are in full support of improvements to the trail, especially a board walk over the muddy bog near the Mt Snow end of the trail. If there were a few overlooks both to the east and west would make the trail even more spectacular. It is a great loop hike from the Hermitage and always nice to end a three hour hike with a nice lunch at the Hermitage.	Improve Trail Economic Growth	The Forest Service agrees; also see above responses to other comments on trail 326. The 2006 Forest Plan contains a goal (Goal 17) that addresses supporting local economies: "Support regional and local economies through resource use, production, and protection." Public lands in Vermont directly influence the State's economic viability. Recreation opportunities on these lands play a vital role in the economic health and prosperity of local Towns and communities. The Forest Service agrees that providing access to outdoor recreation enhances local economies.
326	Ridge Trail between Mt Snow and Haystack	I would really like to see the ridge trail between Mt Snow and Haystack mountains improved. This could be a huge draw to the area and local economy for seasons when otherwise we do not	Improve Trail; Economic Growth	See above response.

		have as much going on.		
326	Deerfield Ridge Trail	The Deerfield Ridge Trail is a tremendous local asset for visitor and businesses alike. Unfortunately there is a 100 yard section in desperate need of a raised boardwalk just inside the woods line on the eastern side to allow thru foot traffic and facilitate the connection between the Haystack Peak trail and the Mount Snow Summit. Additionally more trails, including the Somerset area could be accessed from there.	Improve Trail; Economic Growth	See above response.
326	Deerfield Ridge Trail	I am an incredibly strong advocate and supporter of the Deerfield Ridge Trail. The most significant portion of the work is a footbridge or boardwalk along or just outside a highland wet land area. Several places along the trail suggest that scenic overlooks to the west could be cleared w/minimal intrusion, providing incredible vistas of all the USFS lands to the west, including the Glastenbury Wilderness. Even a James Jeffords Overlook could be identified.	Improve Trail Economic Growth	See above response. The Forest Service could also consider vistas, but due to the Management Area designation and habitat for threatened or endangered species, may not be able to open up views in this area. Vistas would require analysis through the National Environmental Policy Act process.
326	Ridge Trail	This trail is so incredible it could become a destination trail, meaning people from different areas would come here just for this trail.	Economic Growth	See above response on Economic Growth.
326	Deerfield Ridge Trail	Visitors of all ages and abilities would come for the hike. The hearty ones starting from the bottom and others from the summit after a lift ride up. Mount Snow already provides services at the summit.	Economic Growth	See above response.
326	(Deerfield) Ridge Trail	Ridge trail = Super Community resource	Economic Growth	See above response.
326	Deerfield	There are several places	New	This Comprehensive Trail Strategy

	Ridge Trail	where lookouts could be planned and even named after VT leaders, like the late James Jeffords... Glastenbury Wilderness.	Lookout along trails	does not include recommendations for trail infrastructure (such as lookouts) but this comment is noted. This would require analysis through the National Environmental Policy Act process and significant funding and partners to complete this work. Naming landmarks or names of places is not within the authority of the Forest Service.
326	Deerfield Ridge	Deerfield Ridge Trail and Old Somerset Turnpike	Consider new cross country ski trail	FT 326 is already open to cross country skiing. The Old Somerset Turnpike is not located on the GMNF. This Comprehensive Trail Strategy process is a snapshot in time, analyzing the current National Forest System land base. It does not include recommendations for trail opportunities outside of the GMNF.
379	Deerfield River Trail #379 Somerset	Trail #379 in Somerset is open to snowmobiles, mountain biking, and hiking. However, the southern portion is one of the few snowmobile trails that is really well suited to hiking, and I think that this fact could be emphasized... Simple signage at the trailhead and including it on your website as a hiking destination could suffice.	Public Information Signage	FT 379 is managed for snowmobiles, although other uses are not prohibited. The southern portion of this trail is closed due to loss of a major bridge across the Deerfield River from Tropical Storm Irene and funding for the bridge replacement has not been made available. Although the Forest Service considered this comment, we maintain our recommendation to "maintain trail". The GMNF contains almost 380 miles of trail managed for hiking. Additionally, hiking is allowed on the entire 936 mile network. This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas).
379	Trail #379 Somerset	The trail follows an old logging railbed. It is flat, mostly wooded, but also follows the Deerfield River and passes by several wetlands... The section I have walked and biked ends at the Winter Sports Cabin, where another trail (380) leads to FR 71.	Hiking Trails	See above response.

379	Trail #379 Somerset	I hope the Forest Service might inventory other snowmobile trails that also make good hiking destinations (dry, not muddy or eroded, not steep, lead to an interesting destination, etc.), and consider them as true hiking trails.	Hiking Trails; Economic Growth	See above response.
379	Sports Cabin and FR 71	It would be advisable to consider the old railbed that runs from the recently approved horse and mountain bike trails would lead from the forest road up to the Winter Sports cabin. The very short section from the cabin up to the main forest road connecting the campground/airport to the Kelly Stand should be rerouted regardless.	Improve Trail	See above response. Also this Comprehensive Trail Strategy does not include recommendations for road relocation, but this comment is noted.
380	Winter Sports Cabin	The old railbed that lead from one of the forest roads on the northeast section of the approved horse & mtnbk trails, that leads to the Winter Sports cabin should be considered. The very short section that leads from the cabin up to the larger forest road/"highway" should be rerouted regardless.	Keep Trail Trail Relocation	See above response.
382, and 386	Pine Valley and Little Pond	Adjacent to Pine Valley and Little Pond Trails, consider new cross country ski trail, connect to Appalachian Trail/Long Trail	New trail and new trail uses	One of the recommendations in this Comprehensive Trail Strategy is to assess the opportunity for increasing multiple use trails. FT382 and FT386 are snowmobile trails and may be used by cross country skiers. Users are welcome to bushwhack from the existing trails to the Appalachian Trail/Long Trail for a backcountry experience. The GMNF contains over 200 miles of trail managed for cross country ski use. Additionally, cross country skiing is allowed on the entire 936 mile network. This request duplicates trails where a

				trail network already exists and where abundant cross country skiing opportunity is already provided.
384 and 388	Woodford Powerline and Red Mill Access Road	Potential mountain bike and hiking trail, possibly connecting to Red Mill Pond Road (FR 72). First step is better signage.	Additional uses, signs	The Forest Service has sought opportunities to increase mountain bike trail opportunities in the area identified-including a recent decision (2013) to add approximately 32 miles of mountain bike trails. Hiking is already permitted on these trails. The decision to formally designate this trail for mountain bike use would require analysis through the National Environmental Policy Act process. Although the Forest Service considered this comment, we maintain our recommendation that this trail be maintained for existing uses. This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas).
386	Little Pond	Snowmobilers riding into non-motorized areas at Little Pond and west onto Appalachian Trail. At east end of little pond they are destroying vegetation by riding over the dams and into the wood on Northeast corner. If they cannot behave the trail should be closed to them. Also, they encroach on northern end of Somerset riding over dams destroying more vegetation.	Illegal Use	This Comprehensive Trail Strategy does not include recommendations for law enforcement activities, but this comment is noted. The Forest Service has been working with law enforcement, VAST, and the local snowmobile club to address this issue.
386	Little Pond Trail	Map and signage at the trail head, with web information for people with smart phones, would be very helpful and also improve public safety.	Map, Sign, Website	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service agrees with the commenter that QR codes are needed and is working with partners and staff to fund signage improvements.
386	Little Pond Spur	Where is the Little Pond spur trail? (as a foot trail)	Map correction	The Little Pond Trail for hiking originates at its junction with the

				Little Pond Snowmobile Trail FR 275. Comment noted. This correction will be made.
395, 396, and 397	Dover Hills C-100, West Dover Access and Johnson Hill Access Trails	Dover Hills – Snowmobile trails/Historic Roadways Suitable for Mtn Biking	Multiple use	The Town of Dover holds an easement for these trails. This Comprehensive Trail Strategy process is a snapshot in time, analyzing the current National Forest System land base. It does not include recommendations for trail opportunities outside of the GMNF.
409	North Shore Trail	Agree with closing Northside Stratton Trail	Agreement in Closing Trail	Thank you for supporting our recommendation that this is a “trail potentially not needed.”
430	East Branch Trail	East Branch Trail is incorrect.	Trail Correction	Commented noted. This correction will be made.
434.01	Bear Wallow Spur	Please keep the Bear Wallow spur. It is a good water stop.	Keep Trail	This Comprehensive Trail Strategy includes recommendations for future trail management; the actual decision to formally decommission a trail would require analysis through the National Environmental Policy Act process. After consideration of this comment, we changed our recommendation to “Maintain Trail”.
435	Bald Mtn Trail	East side of Bald Mtn trail is not called “Bear Wallow” all the way.	Concern Mapping	Comment noted. This correction will be made.
436	West Ridge	Expanding the trails in the Glastenbury Wilderness would not only make nice loops but also help in maintaining the West Ridge trail – any side trail possibilities?	Expand Trails	The GMNF contains over 380 miles of trail managed for hiking. Further trail development may be in conflict with wilderness values. More information would be needed to identify a site-specific recommendation in response to this request.
441 and FR 341	Stratton Pond Trail and Stratton Mountain Road	Between the Catamount Trail, Stratton Pond Trail and IP Road	Consider new cross country ski trail	The GMNF contains over 200 miles of trail managed for cross country ski use. Additionally, cross country skiing is allowed on the entire 936 mile network. This request duplicates trails where a trail network already exists and where abundant cross country skiing opportunity is already provided.
FT 508	Former portion of	I believe this trail was abandoned after the 2003(?)	Re-establish	This portion of the trail has been closed for over a decade since the

	Trail #508, Stratton, Catamount Trail	tornado. I understand it would be a good deal of work to clear it out, but I'm wondering if clearing that might be possible, and least minimally (it is not in the Lye Brook Wilderness Area). It offers a loop opportunity with the Catamount Trail to Stratton Pond.	Trail	trail was too severely damaged for reconstruction. The Catamount Trail was relocated onto the Stratton Pond Trail and the Appalachian Trail/Long Trail in 2004 to replace the lost connectivity from this closure.
Multiple	Multiple	1. The River Trail - Goes from the Kelley Stand road where snow plowing stops to the Stratton Pond trail at a point about 3/4 mile south of the Pond. The Cut Thru Glade Trail - This Trail runs east/west from the middle of the River Trail to the Catamount Trail about 2 miles north of the Kelley Stand road. The Little Pond Trail- A beautiful route to Little Pond with an eastern exposure. Hell Hollow Trail- Heads north west from the Little Pond road to a group of meadows.	Map Corrections	Comment noted. Little Pond Trail, FT 386, is the only trail of those mentioned on the National Forest System of trails. See Table 9 for a complete list of trails. You are welcome to hike or ski through the woods on old skid roads or other open corridors but these are not maintained as trails.
FR 71	Grout Pond Area	A "good" multiuse connector trail that connects the Grout Pond Area to the larger forest Rd, I believe it's 71, should be identified. The Catamount on the east could connect to the network on the west to create a loop for pedestrian use.	New Trail/Keep Trail	This opportunity is already provided by the Grout Pond Area Trails, the East Deerfield Loop (FT 377) and the Appalachian Trail/Long Trail which connects to FR71. The Forest Service has not changed its recommendations to maintain these trails.
FR 72	Red Mill Campground	The abandoned Red Mill Campground, while being dismantled, should be made available for self-sustaining special events like horse, snowmobile, mtn bk events or gatherings on a special permit basis.	Recreation event Special Use Permit	This Comprehensive Trail Strategy does not include recommendations for recreation site management, but the comment is noted. The Forest Service agrees and has issued special use permits for recreation events at this location.
FR 72	Red Mill Campground	The Campground on/off Route 9, Mill (Valley) I believe, while being dismantled, should still be considered as an area for special events or	Recreation event Special Use Permit	See above response.

		occasions, especially since it is conveniently located on trails suitable for horses, mtnbks, snowmobiles, xc skiing, etc...		
FR 72	Red Mill	Campground available for Special Use Permit/Events	Recreation event Special Use Permit	See above response.
FR 72	Red Mill Campground	Some of the other access points and parking areas could fill up quite rapidly and the campground and access could accommodate a much larger number of recreators without creating a hazard along Rte. 9.	Access Points Parking	While the Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) this comment is noted. Also note that the land ownership along Route 9 is National Forest, State of VT and private. There are three winter parking areas along Route 9- two on the GMNF, one on State lands and none on private lands. There may be opportunity to provide this service off the GMNF.
FR 72	Route 9/Red Mill/FR 72	a highly accessible nature trail along Route 9. A great spot would be the Red Mill area, FR 72. Perhaps a boardwalk could be installed, or viewing area overlooking a wetland.	New system trail, accessibility	The Forest Service seeks opportunities to improve and/or increase accessible trail and recreation opportunities. More information would be needed to identify a site-specific recommendation in response to this request.
FR 72	Red Mill Campground	Revitalize (i.e. use) the Red Mill Campground (now defunct) off VT Rt 9. Even if campground is closed, it could have restrooms or compost toilets; and a sign saying it is open to hiking, picnicking.	Reopen Red Mill Campground	The Comprehensive Trail Strategy does not include recommendations on developed recreation sites, such as campgrounds. While the campground roads are open to hiking, the Forest Service began to decommission Red Mill Campground in 2008. Other infrastructure, such as toilets, is scheduled to be removed in the summer 2015.
FR 78/288, 75 and 326	Dunville Hollow and Rake Branch	Several numbered Forest Service roads are becoming overgrown. Could you allow/encourage volunteer maintenance? Even sporadic would be better than none.	Road Maintenance	This Comprehensive Trail Strategy does not include recommendations for road maintenance, but this comment is noted.
FR 326	Rake Branch/FR 326/	FR 326 and the trail that extends south from it follow	New Trails	FR 326 is already open to mountain biking, hiking and skiing. There is no

	Somerset and Searsburg	an old logging railroad...The road and trail are fairly clear though the northern portion is getting overgrown... The route is a fine ski, though hiking and mountain biking is unpleasant due to the wet ground.		trail on the Forest Service trail system south of FR 326. More information would be needed to identify a site-specific recommendation in response to this request.
FR 326	Rake Branch	Additionally, there is a trail that extends from Rte. 9 on the east side of the Rake Branch from the snowmobile trail (FR 382?) down to FR326. There is no bridge across the Rake Branch but it is possible to cross on the ice in the winter.	Trail Maintenance	See above response.
FR 341	Stratton Mountain	IP Road: Consider new mountain bike trails	New mountain bike trails	Forest Road 341 is already designated for mountain bike and horse use.
n/a	Lye Brook and Glastenbury Wilderness areas	I hope that you will please consider allowing 3-4 pre-existing cross country ski trails in the forest to become official trails. They help xc skiers get to the Lye Brook and Glastenbury wilderness areas without having to ski on snow mobile trails.	New Trails	The GMNF contains over 200 miles of trail managed for cross country ski use. Additionally, cross country skiing is allowed on the entire 936 mile network. This request duplicates trails where a trail network already exists and where abundant cross country skiing opportunity is already provided. The Forest Service seeks opportunities to improve and increase recreation opportunities. While the FS may consider additional ski trails in these areas in the future, it is currently a low priority. The Catamount trail goes to the Lye Brook Wilderness and is not a snowmobile route. One of the recommendations in this Comprehensive Trail Strategy is to assess the opportunity for increasing multiple use trails.
n/a	Lye Brook and Glastenbury Wilderness areas	My 501c3, Greenmountainconservancy.org can organize help and maintain these four trails if they can have official acknowledgement.	Partnership	Thank you for recognizing that partners are key to a sustainable trail system. See above responses regarding new cross country ski trails to Lye Brook and Glastenbury Wilderness.
n/a	Lye Brook	In particular I would like to be	Separate	See above response. Skiers are

	and Glastenbury Wilderness areas	able to ski to the Glastenbury and Lye Brook Wilderness areas without using snowmobile trails.	Trails	welcome to use the West Ridge and Appalachian Trail/Long Trails to ski to Glastenbury Wilderness. There are numerous non-motorized trails to ski to Lye Brook Wilderness including the Catamount Trail.
n/a	Lye Brook and Glastenbury Wilderness areas	These are two of the only areas I know where I can avoid snowmobiles and the loud noise/ pollution they make. Skiing on snowmobile trails is not a lot of fun. I like clean air as well as peace and quiet when I ski.	Separate Trails	See above response.
n/a	Lye Brook and Glastenbury Wilderness areas	Among the very few places in the southern Green Mountains where peace and solitude can be found in the winter are the Glastenbury and Lye Brook Wilderness Areas. Please open these up with trails for cross-country skiing so we can escape from the noise and danger found on snowmobile trails.	Separate Trails	See above response.
n/a	Lye Brook and Glastenbury Wilderness areas	I would like to see more ski trails. In particular, I would like to be able to ski to the Glastenbury and Lye Brook Wilderness areas without using snowmobile trails.	Cross Country Ski Trails	See above response.
n/a	Lye Brook and Glastenbury Wilderness areas	I am writing to advocate for more and separate (from snowmobile) trails for cross country skiing in the Glastenbury and Lye Brook Wilderness areas.	Cross Country Ski Trails	See above response.
n/a	Lye Brook and Glastenbury Wilderness areas	Can you please increase the number of trails for cross country skiers in the Green Mountain National Forest? In particular I would like to be able to ski to The Glastenbury and Lye Brook Wilderness areas without using snowmobile trails.	Cross Country Ski Trails	See above.
n/a	Glastenbury Wilderness	Of particular concern is the snowmobile trail to the	User Conflict	All snowmobile trails are located outside of Glastenbury Wilderness

		summit of Glastenbury mountain which continues to create significant user conflicts throughout the winter season. Please either admit that motorized vehicles are likely to be encountered on this remote wilderness peak, or better yet, end these user conflicts and ban motorized vehicles from the summit.		as mandated by law. The snowmobile/skier/hiker shared portion of the trail is around a mile and not highly used by snowmobiles due to location and challenging trail conditions. One of the recommendations in this Comprehensive Trail Strategy is to assess the opportunity for increasing multiple use trails. The Forest Service recommends maintaining this trail for snowmobiles.
n/a	Town of Dover – Sargent Property	An 800 foot access road and parking lot/trail head on the Sargent Property are needed to connect to existing hiking trails on the Sargent property. Backcountry skiing on the Deerfield Ridge Trail between Mount Snow and Haystack could be accessed by this trailhead.	Back Country Skiing, New Trails	The Forest Service is currently coordinating with the Town of Dover to consider this proposal.
n/a	Town of Dover – Sargent Property	The Town of Dover would be interested in the Challenge Cost Share Program taking on the full cost of construction and maintenance since this would answer a great need in our community.	Partnership Economic Growth	See above response and thank you for recognizing the need for financial sustainability and partnerships.
n/a	Somerset Shore trails	Connections to the Somerset Shore trails would be nice IF TransCanada would do their share.	Connect Trails	Agreed. The Grout Pond Area Trails and the East Branch Trail (FT 430) already connect to the trail along Somerset Reservoir maintained by TransCanada. Our recommendation shows this connection as a Potential New Trail Need because the connection was never officially added to the National Forest System trails.
n/a	Woodford	Winter Sports Parking is always an issue in Woodford	Parking	While the Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) this comment is noted. Also note that the land ownership along Route 9 is National Forest, State of VT and private. There are three winter parking areas

				along Route 9- two on the GMNF, one on State lands and none on private lands. There may be opportunity to provide this service off the GMNF.
n/a	Red Trail	Red Trail ("spinal tap") great adventure trail – dramatic occasional use – Mtn bike/xc ski	New trail	The Forest Service seeks opportunities to improve and increase recreation opportunities. More information would be needed to identify a site-specific recommendation in response to this request.

**Table 5: Public Comments and Forest Service Follow-up Recommendations - Manchester Ranger District
Section 3: South of Vermont Route 9 to the Vermont/Massachusetts Border**

Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
F391	Old Stagecoach Road/Trail	The Old Stagecoach Road/Trail that connects the lake to the east and Bennington to the west is an important east/west connector that features prominently in any cross VT scenarios. Any attempts to eliminate sections should ideally identify an alternative to maintain/facilitate that connectivity.	Keep Trail	Agreed. This trail has a recommendation of "Maintain Trail". Part of this trail is being analyzed through the National Environmental Policy Act process in the South of Route 9 Integrated Resource Project. A decision is expected 04/2016.
393	Dome Trail	This trail is noted on your planning maps as "potentially not needed." I would disagree with this. Can be part of a great loop hike by turning right on Old Stage Rd, ...then turning right again onto a snowmobile trail ... back to the beginning of this trail.	Keep/extend trail	This trail is currently designated for snowmobile use and the local snowmobile club proposed to decommission it in 2011. While The GMNF contains over 380 miles of trail managed for hiking, there may not be many local opportunities in this area. More site-specific information would be needed to change this recommendation to

				"Modify Trail Uses."
393	Dome Trail	Special, Dramatic	Keep Trail	It is unclear if the comment pertains to the Dome Trail in Readsboro (if so, see above response) or Pownal. The Dome Trail in Pownal is currently being analyzed through the National Environmental Policy Act process in the South of Route 9 Integrated Resource Project. A decision is expected 04/2016.
394	Stamford Pond Trail	We need to keep FT 394 as a snowmobile trail	Keep Trail	The recommendation in this document is to maintain the trail for snowmobile use. The Stamford Pond trail is currently being analyzed through the National Environmental Policy Act process in the South of Route 9 Integrated Resource Project. A decision is expected 04/2016.
FR 73	West Branch	Need a snowmobile trail to link TH on FR73	Consider New Trail Need Trail Head	See above response regarding the South of Route 9 Integrated Resource Project.
FR 75	Dunville Hollow road, FR 75, which was wiped out by Hurricane Irene	Trail could be rescued for foot traffic/ski traffic only. Local Green Mtn. club members would gladly help.	Consider New Trail	Thank you for recognizing partners are key to a sustainable trail system. See above response regarding the South of Route 9 Integrated Resource Project.
FR 264 (FT394)	Stamford Pond Trail	This Stamford Pond Trail (FR 264) has been a trail for many years and provides a secondary loop connecting onto Route 9 at both ends. I believe that some of	Keep Trail	This trail currently has a recommendation of "Maintain Trail". This trail is being analyzed through the National Environmental Policy Act process in the South of Route 9 Integrated

		this section of trail on the western end utilizes a number of town ancient/class IV roads before coming onto the USDA Forest Service lands to the east. This is a very secure trail and is ridden by many riders to access camps in the area and to simply ride a more primitive type of trail.		Resource Project. A decision is expected 04/2016.
FS 278/288, 75, 326	Dunville and Rake Branch	Several numbered Forest Service roads are becoming overgrown. Could you allow/encourage volunteer maintenance? Even sporadic would be better than none.	Road Maintenance	This Comprehensive Trail Strategy does not include recommendations for road maintenance, but this comment is noted.
n/a	Broad Brook Trail	Strongly in favor of improvements to the trail	Improve Trail	This trail currently has a recommendation of Potential New Trail Needed, because it was never added to the National Forest System trails when the property was acquired. It is currently being analyzed through the National Environmental Policy Act process in the South of Route 9 Integrated Resource Project. A decision is expected 04/2016.
n/a	Old Stage Coach Trail and Corridor	The existence of and continued ability to utilize the Old Stage Coach trail and corridor is a valuable "cross VT route" down here in southern VT. Route from the lake	Keep Trail	Agreed. The current recommendation is to maintain this trail (FT 391) on the National Forest System. See above response regarding the South of Route 9 Integrated Resource

		to Bennington is an important resource.		Project.
n/a	Stagecoach Prospect Mt Trail Mtg – General 02 (Handwritten notes)	Stagecoach route from Lake Whitingham to Bennington important cross VT route.	Keep Trail	See above response.
n/a	Woodford State Park	Help Woodford State Park winterize its entrance road so that cross-country skiers, including families, don't have to cross VT Route 9 from Adams parking lot.		This Comprehensive Trail Strategy process is a snapshot in time, analyzing the current National Forest System land base. It does not include recommendations for roads, parking and trail opportunities outside of the GMNF.
n/a	Dutch Hill	South over Dutch Hill to Readsboro and connect to Mass. snowmobile trail system.	Add Trails	Trails in this area are shown as Potential New Trail Need and are currently being analyzed through the National Environmental Policy Act process in the South of Route 9 Integrated Resource Project.
n/a	Sucker Pond Prospect Mt Trail Mtg – General 01 (Handwritten notes)	We need to get back snowmobile trail that goes from Sucker Pond south to County road in Pownal.	Replace Trail	See above response regarding the South of Route 9 Integrated Resource Project.
n/a	Broad Brook	Consider direct connection of Broad Brook Trail to AT/LT south of County Rd/Seth Warner.	Add Trail	See above response to Broad Brook Trail. This would need private landowner cooperation.
n/a	Broad Brook Trail	Broad Brook Trail missing	Mapping; Add trail	See above response to Broad Brook Trail.
n/a	Broad Brook Trail, AT/LT	Create a direct connection between the Broad Brook Trail and the Appalachian	Add New Trail	See above response regarding Broad Brook Trail.

		Trail/Long Trail, eliminating road walk. Will require action by the Appalachian Trail Conservancy to approve this connection.		
n/a	Dome Trail	Dome Trail is missing	Mapping; Add trail	See above response if this is the Dome Trail in Pownal since FT393, Dome Trail in Readsboro is displayed on the map.
n/a	Trail in North Hill (Readsboro)	There is a trail that runs from the North Hill in Readsboro end up along the ridge top and connects to the Old Stagecoach Road/Trail. It is a valuable primitive trail that many hearty XC skiers and mtn bkrs use. All that is required is annual trail clearing that has thus far been provided my local efforts. It would be a shame to see it removed from the inventory.	Add Trail	This area is part of Management Area (MA) 6.3, Remote Wildlife Habitat. The trail is not a National Forest System trail, and the Forest Plan direction for this MA states "Designation of new trails should be prohibited, unless designation would have a neutral or beneficial effect on the values of the Management Area." Therefore the Forest Service is not including this as a Potential New Trail Need.
n/a	Trail in North Hill (Readsboro) to the Old Stagecoach trail/road.	There is a trail that runs roughly north from North Hill in Readsboro to the Old Stagecoach trail/road. It is a primitive trail, kept open by the occasional 4-wheeler, snowmobiler, mountain biker, and hiker. I don't believe it should be abandoned, but rather simply noted as a narrow primitive lightly maintained at best.	Add Trail	This area is part of Management Area (MA) 6.3, Remote Wildlife Habitat. The trail is not a National Forest System trail, and the Forest Plan direction for this MA states "Designation of new trails should be prohibited, unless designation would have a neutral or beneficial effect on the values of the Management Area." Therefore the Forest Service is not including this as a Potential New

				Trail Need.
n/a	Bennington County area	With respect to ATVs, Vermont ATV Sportsman's Association (VASA) Trails Coordinator Tyler Gregorek appeared to thoroughly discuss VASA's proposed connector trail in Bennington County with Green Mt. Forest Service staff. From what I could gather, this process is moving toward scoping and is generally on track. Trails Coordinator Gregorek may or may not have a separate Written Public Comment on this trail. Please advise as to whether my assessment is correct.	ATV Trails	Trails and opportunities for trails in Bennington County within the project boundary are currently being analyzed through the National Environmental Policy Act process in the South of Route 9 Integrated Resource Project. A decision is expected 04/2016. There is a proposal for ATV trails in the project, and the VASA has been involved.
n/a	Snowmobile trail (see map)	There is no showing of where ATV trail is	ATV	This comment is noted. There are no trails on the National Forest Trail System currently managed for ATV use. See above response regarding the Bennington County area and South of Route 9 Integrated Resource Project.

Table 6: Public Comments and Forest Service Follow-up Recommendations - Manchester Ranger District
General Comments

Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
n/a	Grout Pond	For cross country skiers the Grout Pond area is the only trail loop option in the southern green mountains...The wilderness areas are a	Separate Trails Trail Maintenance	The Forest Service agrees with the need for more maintenance on the Grout Pond Trails. In 2014 the Catamount Trail Association adopted portions of the Grout

		wonderful destination and the people who love wilderness do not want to ski on trails with fast, smelly and noisy snow mobiles to get there... But they need maintenance badly...		<p>Pond system which will help meet trail maintenance needs. We also continue to seek funding and partners to complete more of this work.</p> <p>One of the recommendations in this Comprehensive Trail Strategy is to assess the opportunity for increasing multiple use trails. The GMNF contains over 200 miles of trail managed for cross country ski use. Additionally, cross country skiing is allowed on the entire 936 mile network. This request duplicates trails where a trail network already exists.</p>
n/a	Manchester and Hapgood Pond	<p>Feel that mountain bike access has been wholly underserved in the southern region of the GMNF, yet the region holds great potential, especially at the aforementioned Hapgood Pond Recreation Area and around Manchester, which is home to a corps of dedicated mountain bike riders and advocates.</p>	Under Representation Of Mt Bike Trails on Manchester	<p>The Forest Service agrees and has been working with the Vermont Mountain Bike Association (VMBA) since 2011 and the Manchester and Mountains Bike Club (MMBC) since 2014 to designate mountain bike trails in this area. Specifically to connect to the Hapgood Pond Recreation Area as well as connecting to the Mountain Valley Trail Association (MVTA) trails in the Utley Brook area. A field review of the proposal is scheduled for summer 2015 in preparation for an environmental analysis to designate trails for this use.</p>

iii. Rochester and Middlebury Ranger Districts Trail Sections

The Rochester Ranger District contains 83,525 acres and the Middlebury Ranger District covers 69,697 acres in Addison, Rutland, Washington and Windsor Counties. Located in the northern portion of the Green Mountain National Forest, the two districts are jointly administered as the Rochester-Middlebury Ranger Districts. These Districts are host to the Moosalamoo National Recreation Area, the Appalachian National Scenic Trail, Long National Recreation Trail, Robert T. Frost National Recreation Trail, Breadloaf, Bristol Cliff, and Joseph Battell Wildernesses, multiple rivers, ponds, and reservoirs, and over 430 miles of trails. There are a variety of trail opportunities for mountain bikers, day hikers, snowmobilers, skiers, horseback riders, snowshoers, and backpackers. The District has several lakeside, streamside, scenic developed campgrounds, and picnic areas.

Trail Sections

1. South of Vermont Route 73: The South of Vermont Route 73 area utilizes Vermont State Route 73 as the northern border and spans the remainder of the districts to the southern terminus. The area is well known for containing both the Appalachian Trail and Long Trail in addition to multiple mountain bike, snowmobile and hike trails.
2. North of Vermont Route 73/Long Trail West: The North of Vermont Route 73: Long Trail West area contains the Long Trail as the eastern border, Vermont Route 73 as the southern border and spans the remainder of the district to the north and west. This trail complex contains the congressionally designated Moosalamoo National Recreation Area and the popular Robert Frost National Recreation Trail. This area also contains the Bristol Cliffs Wilderness and portions of the Breadloaf and Joseph Battell Wildernesses.
3. North of Vermont Route 73/East of Long Trail: The North of Vermont Route 73: East of Long Trail area borders the Long Trail to the west, Vermont Route 73 to the south and spans the remainder of the district to the north and east. This trail complex contains portions of the Breadloaf and Joseph Battell Wilderness areas as well as the newly designated and popular Blueberry Lake trail network.

iv. Rochester and Middlebury Ranger Districts Public Comments and Analysis

Table 6: Public Comments and Forest Service Follow-up Recommendations – Rochester and Middlebury Ranger Districts Section 1: South of Vermont Route 73				
Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
132	Quarry	Put a lot of work into it and just got made. Why are we removing it? Pretty good shape. No bridges	Maintain Trail	The Quarry Trail (Forest Trail 132) has been closed for over a decade due to safety concerns. The Round Robin Trail (Forest Trail 134, VAST Corridor 7), travels parallel and to the south of the Quarry Trail and was constructed in 2012 to replace the lost connectivity from the Quarry Trail closure. The Round Robin Trail is not proposed to be closed and is the trail the commenter references.
132	Quarry	This is currently a snowmobile	Maintain	See response above in regards to

		trail that is being designated as a “potential to close trail.” This would be very unfortunate to see this trail closed. It is fairly new trail that we had been urging the USFS to allow to be accessed for many years...The trail begins at a parking area and allows quick easy access to the VAST trail system. This is a short trail and may not be used by summer hikers, but it is valuable to winter users.	Trail	Forest Trail 132.
704	Chittenden Brook	Not enough mileage within Chittenden Brook area to entice public to fully utilize it = enhance multiple use opportunities	New Trails; Increase Multiple Use	One of the recommendations in this Comprehensive Trail Strategy is to assess the opportunity for increasing multiple use trails. The Forest Service will consider the possibility of modifying trail uses in the Chittenden Brook area.
799	Bear Brook	What is the reason to keep the Bear Brook trail?	Question	The Forest Service recommended keeping the Bear Brook Trail as it provides egress route opportunities for backcountry skiers utilizing this area. In response to this comment, we will analyze the need for the Bear Brook Trail as part of the Robinson Integrated Resource Project Environmental Assessment.
818	Route 73 Feeder	The Route 73 Feeder trail has renewed interest after limited use in recent years. The Route 100 club has recently de-brushed the trail and is increasing maintenance due to club member requests. It is still not groomed but it is signed.	Maintain Trail	Agreed: The Forest Service now recommends maintaining this trail.
818	Route 73 Feeder	Could it be future access? What is it hurting with no maintenance?	Maintain Trail	See response to Route 73 Feeder Trail comments above.
818	Route 73 Feeder	What is the reasoning behind eliminating the RT 73 feeder?	Maintain Trail	See response to Route 73 Feeder Trail comments above.
818	Route 73 Feeder	During the Trails Collaborative process at the Pittsford Hearing and otherwise, the Route 100 Snow Travelers out	Maintain Trail	See response to Route 73 Feeder Trail comments above.

		of the Granville area successfully argued for a feeder trail to connect a snowmobile drop off point to the main trail system, and they are concerned that this trail may be closed. Such a change seems odd inasmuch as the decision to add the trail is recent.		
820	Morrill Brook	Is Morrill Brook a snowmobile trail? No one knows it.	Question	Morrill Brook is designed and managed as a snowmobile trail although it was never constructed to completion and is not currently maintained (groomed) as part of the VAST network.
822	Slab Bridge Brook	How can you close Slab Bridge Brook Trail-isn't there a legal easement to maintain it forever?	Maintain Trail	Agreed: The Forest Service now recommends maintaining this trail. In 2001, the Forest Service acquired a new parcel that contained deeded trail easements to the Town of Chittenden. Slab Bridge Brook Trail is one of these "easement trails" and as such, the trail may only be closed temporarily due to lack of maintenance.
824	Darning Needle	Keep the Darning Needle Trail: private landowner in Chittenden providing connection to the Elbow Road and the Darning Needle will be needed	Maintain Trail	Agreed: The Forest Service now recommends maintaining this trail.
824	Darning Needle	Darning Needle – Chittenden town has easement on that and some others. FS could give up maintenance.	Maintain Trail	Agreed: The Forest Service now recommends maintaining this trail. In 2001, the Forest Service acquired a new parcel that contained deeded trail easements to the Town of Chittenden. The Darning Needle Trail is one of these "easement trails" and as such, the trail may only be closed temporarily due to lack of maintenance.
824	Darning Needle	Cannot close Darning Needle...Town of Chittenden has a 25' ROW that says this trail cannot be closed (Town Clerk and the information in the Pittsfield and Chittenden	Maintain Trail	Agreed. See response above.

		Town offices say the trail will be there forever). Ralph Farwell ensured that this trail would not be closed and this is the understanding of the VAST clubs. We need Darning Needle because there is a desire to remove the trail from Wildcat Road and bypass the area by coming over South Pond and connecting to the Darning Needle.		
FR 330	Peavine Rail Trail	You should construct a trail along the valley to connect Rochester to Stockbridge along the old Peavine rail bed.	New Trail	Agreed. The Forest Service recommends that a trail across National Forest System land necessary to connect Stockbridge to Rochester via the Peavine Rail Trail is a "potential new trail need." Thank you for supporting our recommendation.
n/a	Chittenden, Pittsfield, Stockbridge, Rochester	More accessible trails!	New Accessible Trails	The Forest Service seeks opportunities to improve and/or increase accessible trail and recreation opportunities. More information would be needed to identify a site-specific recommendation in response to this request.
n/a	Mendon, Chittenden, Killington	Need more mountain bike trails in GMFL... around Mendon/Chittenden/Killington area	New Mountain Bike Trails	The Forest Service has sought opportunities to increase mountain bike trail opportunities in the area identified-including a recent decision to add approximately 15 miles of new mountain bike trails in Killington. More information would be needed to identify a site-specific recommendation in response to this request.
n/a	Pittsfield and Rochester areas	Around 15 miles of new trail construction has been approved in the Killington area, close to Gifford Woods State Park. We Advocate for increased access in the Pittsfield and Rochester areas, as this need was identified through the state-wide trails collaborative process and	New Trails	The Forest Service is currently analyzing the opportunity to add new trails behind the Rochester Ranger District Office in Rochester, Vermont. In addition, this Comprehensive Trail Strategy recommends that a new trail connecting Stockbridge to Rochester (Peavine Rail Trail) is a "potential new trail need." More information

		continues to be a missing link in state-wide trail opportunities.		would be needed to identify a site-specific recommendation in response to this request.
n/a	Pittsfield Area	Would like ATV connector to cross Route 100 from S. Hill Road (Pittsfield) for access to food and gas, etc.	ATV Access	The parcel of land adjacent to Route 100 and across from South Hill Road is private property. The development of ATV trails on National Forest System (NFS) land would need to comply with 2006 Forest Plan guidance for summer off-road vehicle use (Motorized Vehicle Standard (S-5): "Summer off-road vehicle trails shall be limited to connecting corridors that link sections of a larger state-wide, regional, sub-regional, or multi-town summer motorized trail system located off NFS lands.").
n/a	Pittsfield, Stockbridge, Rochester	Enhance signage with valley to draw visitors to area (not necessarily USFS)	Signage	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service agrees with the commenter and is working with partners and staff to fund signage improvements.
n/a	Pittsfield, Stockbridge, Rochester	National Forest within this area should be looked at as economic engine- more like the White Mountain – how can FS help support these local economics? ATV?	Economy	The Forest Service agrees and the 2006 Forest Plan contains a goal (Goal 17) that addresses supporting local economies: "Support regional and local economies through resource use, production, and protection." Public lands in Vermont directly influence the State's economic viability. Recreation opportunities on these lands play a vital role in the economic health and prosperity of local Towns and communities. The Forest Service agrees that providing access to outdoor recreation enhances local economies and also serves as a conduit for promoting healthy lifestyles. More information would be needed to identify a specific recommendation in response to this comment.
n/a	Pittsfield,	It is good to see multiple use	Collaborati	The Forest Service agrees and

	Stockbridge, Rochester	on these trails BUT <u>more collaboration between user groups</u>	on	provides opportunities for diverse user groups to work with each other on trail projects and issues. We will continue to provide or increase these opportunities.
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Table 7: Public Comments and Forest Service Follow-up Recommendations – Rochester and Middlebury Ranger Districts Section 2: North of Vermont Route 73/Long Trail West

Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
115	Burnt Hill	Burnt Hill Trail needs help!!	Trail Maintenance	Comment noted. We will review and address maintenance needs for this trail.
120	Moosalamoo Campground to the Falls of Lana	Developing a sustainable singletrack trail connecting the Moosalamoo Campground to the Falls of Lana.	New Mountain Bike Trail	The Forest Service has worked with the Vermont Mountain Bike Association in an attempt to connect the Moosalamoo and Silver Lake (Falls of Lana) Campgrounds via a mountain bike trail. The Forest Service agrees with this recommendation and will continue to seek opportunities to create this connection if a sustainable, practicable route is identified. We have added this to our "potential new trail need" recommendations.
120	Mt. Moosalamoo	Construction of shorter beginner and intermediate loops of between 2-6 miles in the vicinity of Mount Moosalamoo, and a reconstruction of the Moosalamoo Trail itself to give riders the opportunity to experience that peak and the views that it offers.	New Mountain Bike Trail	The Forest Service agrees with the need to reconstruct/relocate portions of the Mount Moosalamoo Trail and continues to seek funding to complete this work. In addition, this Comprehensive Trail Strategy includes a "potential new trail need" recommendation to add beginner mountain bike trails in the Moosalamoo NRA-in alignment with this commenter's request.
126.1	Voter Brook Connector	The short trail from Voter Brook overlook to North Branch Trail should be shown as connecting on the map.	Map Correction	Comment noted.
127	Silver Lake	We would recommend the addition of a true beginner loop trail accessible from the Silver Lake Campground, at the northern end of Silver Lake, of between 1-2 miles.	New Mountain Bike Trail	This Comprehensive Trail Strategy includes a "potential new trail need" recommendation to add beginner mountain bike trails in the Moosalamoo NRA-in alignment with this commenter's request.
127	Silver Lake	Maps do not show	Map	Comment noted.

		snowmobile use on portion of FR27 where they travel between Goshen Dam Trail and the Goshen Trail; see location on map	Correction	
143.03	Hogback	I support the idea of a trail to the summit of Hogback. The view to the South and West are outstanding. It was also the location of the top of the ski tow run by the Blueberry Hill Inn and has a great potential as an interpretive site.	New Trail	Thank you for supporting our recommendation for this "potential new trail need."
143.12	Moosalamoo Area Ski	Eliminate the portion of the Moosalamoo Area Ski Trail that travels west of FR32, including the portion south of FR24	Decommission Trail	Thank you for supporting our recommendation that this segment is a "trail potentially not needed."
143.12	Moosalamoo Area Ski	I marked ski trails on the map that should be eliminated from the map - in the vicinity of FR 24 and the Repeater trail.	Decommission Trail	Thank you for supporting our recommendation that this segment is a "trail potentially not needed."
177.01	Ridge	Add parking near Forest Road 108/Ridge Trail/Fay Meadow	Parking	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service is currently working to restore connectivity to the existing Leicester Hollow parking area in this vicinity. In addition, a small pullout provides parking opportunities for approximately 3 cars near Fay Meadow.
179.26	vicinity of Keewaydin Trail	Restore the old trail/road connection between FR92 and the Keewaydin Trail; see location on map	New Trail	The Forest Service reviewed this recommendation to re-open the old Keewaydin "Campsite Trail" and determined that an additional trail running parallel to the Oak Ridge Trail and sharing the same destination (both trails lead to the Keewaydin Trail) is not necessary.
181	Oak Ridge	Less use now than 30 or 40 years ago. May need to maintain fewer trails. Low use on horse trails and Oak Ridge	Reduce Trails	The Forest Service has invested in recent improvements to the Oak Ridge Trail and values the potential this trail offers as a potential

		trail.		connection in the North Country Trail extension. As such, this Comprehensive Trail Strategy recommends we maintain the Oak Ridge Trail but provides alternative recommendations for “trails potentially not needed” to reduce our trail miles.
181	Oak Ridge	Recommend significant reconstruction of the Oakridge Trail, from Vermont Route 125 to the Moosalamoo Campground, maintaining the backcountry nature of the trail, yet rerouting it to a sustainable alignment.	Trail Maintenance	The Forest Service agrees with the need to reconstruct/relocate portions of the Oak Ridge Trail and continues to seek funding to complete more of this work.
181	Vicinity of Oak Ridge Trail	Acquire the parcel of land (south of Vermont 125, across from Lincoln Road and the Chipman Inn and next to Ripton store) and construct a new trail to connect Vermont 125 to the Old Town Road and then the Oak Ridge Trail; see location on map	New Trail	This Comprehensive Trail Strategy process is a snapshot in time, analyzing the current National Forest System land base. It does not include recommendations for land acquisition nor recommendations for trail opportunities outside of the GMNF.
181	Vicinity of Oak Ridge Trail	Explore the possibility of creating a short trail from Old Town Road in Ripton down to VT 125. This would be a great connector for someone hiking north on the Oak Ridge Trail, so that they could hike directly to Ripton Village. This does present the problem of acquiring a very small parcel of land for the trail access which is just west of the one the FS now owns, since this has a gentler grade.	New Trail	This Comprehensive Trail Strategy process is a snapshot in time, analyzing the current National Forest System land base. It does not include recommendations for land acquisition nor recommendations for trail opportunities outside of the GMNF.
272.1	Goshen Brook	Keep the Goshen Brook Trail that is proposed for decommissioning as it connects FR92 to the Wilkinson Trail network	Maintain Trail	This Comprehensive Trail Strategy includes recommendations for future trail management; the decision to formally decommission a trail would require analysis through the National Environmental Policy Act process. Although the Forest Service considered this comment, we maintain our recommendation

				that this is a "trail potentially not needed" due to the large infrastructure needs (two bridge replacements) for a relatively low-use trail. If funding for bridge replacements was made available, the Forest Service would reconsider the long-term recommendation for this trail.
272.1	Goshen Brook	I marked a trail on the map that evening that was designated for potential elimination (FR 92B) that we feel should be kept open, since it connects FR 92 to the Wilkinson Trail system for xc skiing and enables wonderful loop ski.	Add/ Maintain Trail	See response to Goshen Brook Trail comments above.
272.1	Vicinity of Goshen Brook Trail	Add parking at the end of Forest Road 92	Parking	The parcel of land adjacent to Forest Road 32 (Goshen-Ripton Road) at the intersection with Forest Road 92 is private property. A small, minimally developed parking area is provided on National Forest System land approximately one-quarter mile from the intersection of Forest Roads 32 and 92.
272.1	Vicinity of Goshen Brook Trail	Add a kiosk at the junction of FR92 and the Goshen Brook Trail	New Trail Infrastructure	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted and we will consider the need for a kiosk at this location.
281	Mt Moosalamoo Repeater	Eliminate Mt Moosalamoo Repeater Trail	Decommission Trail	Thank you for supporting our recommendation that this is a "trail potentially not needed."
127, 130, 178	Silver Lake, Leicester Hollow and Chandler Ridge	Recommend the construction of two intermediate loops in this vicinity of approximately 3- 5 miles each. Should such trails be developed, they would create a network of 20+ miles (including Leicester Hollow and Chandler Ridge) accessible from the campground, creating a	New Mountain Bike Trails	This Comprehensive Trail Strategy includes a "potential new trail need" recommendation to add beginner mountain bike trails in the Moosalamoo NRA-in alignment with this commenter's request.

		valuable resource for visitors as a stand-alone destination.		
143.10 and 257	Dutton Brook and Goshen Dam	Reroute the old Blueberry Hill ski trail from Dutton Brook Road (#8 to #10) to the VAST trail bridge over Dutton Brook, so that one can ski or hike more directly from Blueberry Hill Inn to Silver Lake, cutting out a much longer route and improving the experience.	Trail Relocation	The snowmobile trail network on the GMNF is open to Nordic ski use and as such, skiers are welcome to ski on the Goshen Dam (VAST) trail referenced in the comment.
165 and 165.01	vicinity of Sucker Brook and Sucker Brook Historic	Add a connector trail between the southern terminus of FR67 and the Sucker Brook/Sucker Brook Historic Trails (would need foot bridge); see location on map	New Trail	A footbridge is currently installed in this location to provide connectivity between Forest Road 67 and the Sucker Brook Trails.
FR 24B, 126 and 127	Moosalamoo CG to North Branch to Silver Lake	I wanted to formally follow up with support of a connection [<i>mountain bike</i>] from the Moosalamoo campground to the Silver Lake/Chandler trail network, and a suggestion to add that to the Comprehensive Forest Plan. I know you have studied the connection along the VAST trail, and that has multiple reasons that it does not work. A better connection may include using the forest road out to the Voter Brook overlook, and using the lower portion of the Sucker Brook trail [<i>sic North Branch Trail</i>] to connect with the Silver Lake trail.	Mountain Bike Trail Connectivity	The Forest Service has worked with the Vermont Mountain Bike Association in an attempt to connect the Moosalamoo and Silver Lake Campgrounds via a mountain bike trail. The Forest Service agrees with this recommendation and will continue to seek opportunities to create this connection if a sustainable, practicable route is identified. We will assess the route recommended by the commenter (though we believe the commenter meant North Branch Trail not Sucker Brook Trail which would not connect in this area). We have added this to our "potentially new trail need" recommendations.
FR243	Moosalamoo National Recreation Area	A trailhead should be added on FS land possibly at the jct. of Fay Road (FR 243) and FR 108 or vicinity (the Chestnut Plantation?) in Goshen for hiking, skiing and mountain biking. There is no longer a viable trailhead at the south end of Leicester Hollow Rd and VT 73 in Brandon and this would be a great point of	New Trailhead	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service is currently working to restore connectivity to the existing Leicester Hollow trailhead and parking area in this vicinity. In addition, a small pullout provides parking opportunities for

		access in the south in addition to Minnie Baker.		approximately 3 cars near Fay Meadow.
FR92	Moosala-moo National Recreation Area	FR 92 should be designated as a ski trail, since it gets some moderate use. It needs to be shown all the way to its end on the map.	New Trail	The Forest Service does not actively maintain Forest Road (FR) 92 as part of the National Forest Trail system; however, because it is a road-it will remain open for public use, including skiing. Other roads showing a "maintain trail" recommendation are actively maintained as trails by the recreation staff and our partners.
n/a	Blueberry Hill Trails	Why are some of Blueberry Hill trails shown as green "keep", and others orange "sup"?	Question	Trails identified in orange have a Forest Service recommendation to maintain the trail only if it is being maintained as part of an active special use permit. We recommend maintaining green trails regardless of permit activity.
n/a	Hogback Summit	The proposed Hogback Summit Trail would be much shorter than what the map shows	Map Correction	Comment noted.
n/a	Moosala-moo National Recreation Area	All other trails in the MNRA not marked on the map or mentioned above are important and should be kept open.	Maintain Trails	Comment noted.
n/a	Moosala-moo National Recreation Area	Much of the signage in the MNRA needs replacement.	Signage	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service agrees with the commenter and is working with partners and staff to fund signage improvements.
n/a	Moosala-moo National Recreation Area	The MA, along with other partners, have worked on trails in the MNRA each year to clear blowdowns, prune and report problems. I would like to see more feedback from the FS on what work has been planned and done to coordinate this better. The MA wants to be able organize work days that fit within FS guidelines, as VMBA and other	Trail Maintenance Partners	Comment noted.

		partners now do.		
n/a	Moosala-moo National Recreation Area	The blazes on the trails are really in pretty good shape this year overall.	Blazing	Comment noted.
n/a	Moosala-moo National Recreation Area	Concerned about parking at trailheads for winter access. We would like to coordinate this better with the FS and possibly try to get the towns of Ripton, Brandon and Goshen to do some work that the FS can't do, particularly on holidays or other days the FS can't do it.	Parking	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service is open to collaborating with partners interested in helping to maintain winter parking lots.
n/a	Moosala-moo National Recreation Area	Suggest some sign-in boxes at various places, like Silver Lake/Falls of Lana TH, Oak Ridge TH at VT 125, Moosalamoo TH. This would help measure usage and give feedback to FS and MA on trail conditions.	New Trail Infrastructure	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted.

Table 8: Public Comments and Forest Service Follow-up Recommendations – Rochester and Middlebury Ranger Districts Section 3: North of Vermont Route 73/East of the Long Trail

Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
702	Clark Brook	A few well-placed boulders would be useful on trail	Trail Maintenance	Comment noted. We will assess the opportunity to place boulders at the open water crossing on the Clark Brook Trail.
707	Rob Ford to Pettis Cemetery	The trail to the Pettis Cemetery (off the Rob Ford trail) should be shown.	Map Correction	The footpath from the Rob Ford Trail to the cemetery is not a National Forest System Trail and is therefore not shown on the map.
712	Hancock Branch	Replace foot bridge at top of Texas Falls access road, to allow access to flat trail which follows the river.	Trail Maintenance	Following decades of multiple washouts, including a 2008 flooding event that damaged multiple bridges along the Hancock Branch Trail, the decision was made in 2009 to decommission this trail due to its unsustainable location. The cost of continually repairing/replacing seven bridges and eleven culverts on a trail that was less than 1 mile in length was not feasible.

712	Hancock Branch	What happened to the replacement for the Hancock Branch Trail? The proposed location as described in the UWRIRP?	Trail Relocation	The relocation of the Hancock Branch Trail was removed from the proposed activities in the Upper White River Project decision.
714	Fassett Basin	The Fassett Basin trail is shown all the way to Bingo. Are you aware of the massive slide along the trail? This will require a relocation of a portion of the trail.	Trail Relocation	The Forest Service is aware that there are many washed out segments of the Fassett Basin Trail that are in need of being repaired and/or relocated. The recommendation to maintain this trail was based on the possible connections the trail provides. In response to this comment, we will analyze the need for the Fassett Basin Trail as part of the Robinson Integrated Resource Project Environmental Assessment.
714	Jones Mountain Road to Fassett Basin Trail	I propose a new trail from the Jones Mountain Road to Fassett Basin following the old town road. This has been a very popular hike when I lead "history hikes".	New Trail	In response to this comment, the Forest Service will analyze the opportunity for a new trail from Jones Mountain Road to Fassett Basin as part of the Robinson Integrated Resource Project Environmental Assessment.
739	Texas Falls	Keep open parking area as it provides access to Braintree?	Snowmobile Parking	The Forest Service, often in cooperation with the Town of Hancock or the Route 100 Snow Travelers VAST Club, maintains/plows the snowmobile parking lot at Texas Falls.
743	Upper Stetson	Decommission FT743	Decommission Trail	Thank you for supporting our recommendation that this is a "trail potentially not needed."
756	Philadelphia Peak	Why is the Philadelphia Peak trail shown as "PNN"? It not only provides access to the repeater site, but also access to private lands.	Maintain Trail	The Philadelphia Peak Trail was constructed to provide administrative access to the Forest Service radio repeater; however, trails intended for administrative use only should not be included in the public National Forest Trail system. For this reason, and the rationale that the repeater will be removed from its current location within the Joseph Battell Wilderness, the Forest Service maintains our recommendation that this is a "trail potentially not

				needed." Recommending this trail is not needed will have no impact on a landowner's right to access private property. Landowners seeking access may do so through a special use permit application.
765	Maple Hill	This is a connector and loops are important for all uses.	Maintain Trail	The Maple Hill Trail (Forest Trail 765) overlays a Town Road where the Forest Service does not have jurisdiction. The Forest Service recommends this is a "trail potentially not needed" as we have no authority to determine what activities are allowed on the Town Road.
FR 25	Austin Brook	The SUP to the camp owner north of FR 25 isn't shown.	Map Correction	Special use permits for individuals are not depicted on the map as they are not part of the National Forest Trail system.
FR 63	Maple Hill	Is this a town road? It gets used a lot by multiple uses.	Question	Maple Hill is maintained as a Town Road.
FR 63	Maple Hill	I believe the Maple Hill to Chamberlin Hill road is a Hancock Town road.	Town Road Overlap	Maple Hill is maintained as a Town Road through the connection to Chamberlain Hill Road.
FR61	Smith Brook	Why is the trail on FR 61 "potentially not needed" (PNN) when on other roads trails are shown as "keep"? Cross country skiers use that road a lot and the Town plows out a spot for parking.	Maintain Trail	The Forest Service does not actively maintain Forest Trail 761 as part of the National Forest Trail system; however, because it is a road-it will remain open for public use. Other roads showing a "maintain trail" recommendation are actively maintained as trails by the recreation staff and our partners.
n/a	Blueberry Lake	Development of additional intermediate ability trails at Blueberry Lake, potentially including a loop trail around the lake. We suggest the construction of an additional 3-5 miles of new trail.	New Mountain Bike Trails	The Forest Service agrees with the commenter and has included a "potential new trail need" to expand the popular Blueberry Lake trail system and disperse use. The Forest Service thanks the commenter for supporting our recommendation that a trail around the lake is a "potential new trail need" as well.
n/a	Granville	Coordinate with Granville on opening trails from roads.	Coordination with Town	The Forest Service will coordinate with Towns, including Granville, as they pursue options to open ancient roads and Town trails to public trail use.
n/a	Granville	Access for lower impact and	Access	Comment noted. More information

		use		would be needed to identify a site-specific recommendation in response to this request.
n/a	Granville	Ancient Roads connect Granville with NF	Coordination with Town	Comment noted. More information would be needed to identify a site-specific recommendation in response to this request.
n/a	Granville	Connecting Granville with trails would help with Economic Growth	Coordination with Town	The Forest Service agrees and the 2006 Forest Plan contains a goal (Goal 17) that addresses supporting local economies: "Support regional and local economies through resource use, production, and protection." Public lands in Vermont directly influence the State's economic viability. Recreation opportunities on these lands play a vital role in the economic health and prosperity of local Towns and communities. The Forest Service agrees that providing access to outdoor recreation enhances local economies and also serves as a conduit for promoting healthy lifestyles. More information would be needed to identify a specific recommendation in response to this comment.
n/a	Granville	Better signage – What is auto verses hiking accessibility	Signage	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service would need more information to develop follow-up actions in response to this request.
n/a	Granville	Need maps of auto trails	Maps	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service would need clarification about the term "auto trails" to develop follow-up actions in response to this request.
n/a	Granville	Need maps of <u>just trails</u> in smaller/section maps	Maps	This Comprehensive Trail Strategy does not include recommendations for developing publications (such as

				trail maps or trail descriptions/ brochures) but this comment is noted. The Forest Service agrees with the commenter; however, and is working with partners and staff to develop and provide improved publications.
n/a	Granville	Section maps with Recreation Opportunity Guides to with either auto or trail maps	Maps	See comment above in regards to maps.
n/a	Hawk Mountain	...our Lower Loop trail that is in question. The trail has been used by numerous individuals as a hiking trail and it has been used for snowshoeing and cross country skiing, as well. People walk their dogs on the trail to get away from the mountain roads that are our walkways and they like the rather short trail for a quick outdoor activity. We hope that you and the other members of the Rochester Forest Service community will permit this trail to be available to our community and nearby friends.	New Trail	The Forest Service is actively working with the Great Hawk Owners Association in regards to the Lower Loop Trail. The Forest Service is considering maintaining public access to this trail through a special use permit. Alternately, the Forest Service has inquired about a potential land exchange between the Great Hawk Owners Association and the Forest Service.
n/a	Hawk Mountain	Hawk Mountain should have SUP for hiking trails	New Trail	See response to Hawk Mountain Trail comments above.
n/a	Hawk Mountain	The Hawk Mountain Association trail is not shown. It should be placed under a SUP.	New Trail	See response to Hawk Mountain Trail comments above.
n/a	Hawk Mountain	On behalf of the Great Hawk Owners Association I would like to advocate the Lower Loop Trail off of Austin Hill Road for permanent and public usage, and offer any help to facilitate the matter.	New Trail	See response to Hawk Mountain Trail comments above.
n/a	Hawk Mountain	As a twelve year resident of Great Hawk in Rochester Vt., We have experienced many happy hours hiking the trails in and around the area. The trails marked and generously	New Trail	See response to Hawk Mountain Trail comments above.

		maintained by members of our community had afforded so many of us a safe but natural environment to explore and enjoy. These trails are utilized year round although Jan and I especially enjoy snow shoeing on them. It is obviously beautiful but as importantly, great exercise. We would enthusiastically urge the Forest Service to allow us to continue to use these trails.		
n/a	Hawk Mountain	Many here at Great Hawk who hope that our Lower Loop trail will remain open and accessible to the many in this environmentally-conscious colony and their conservation-minded visitors who so much enjoy it.	New Trail	See response to Hawk Mountain Trail comments above.
n/a	Hawk Mountain	The U.S. Forest Service has no greater supporter in Vermont and no more grateful recipients of its services than the members of Great Hawk Colony.	New Trail	See response to Hawk Mountain Trail comments above.
n/a	Hawk Mountain	The trail was built around 40 years ago and I do not know whether the trail builders actually had permission to construct a trail in this area. The trail, I believe, is on US Forest Land and Great Hawk properties. We hope that you and the other members of the Rochester Forest Service community will permit this trail to be available to our community and nearby friends.	New Trail	See response to Hawk Mountain Trail comments above.
n/a	Rochester Ranger District Wellness Trails and Blueberry	Consider new mountain bike trails: GMNF parcel east of Blueberry Lake and Rochester RD "office" trails	New Mountain Bike Trails	In response to this request, the Forest Service will seek feedback from the public through the National Environmental Policy Act process to identify desires for managing the Rochester Ranger

	Lake parcel			District Wellness Trails as hiking only, biking only, or multiple use (hiking and biking).
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F. Product 6: Recommendations for Future Trail Management Actions

Developing recommendations for future trail management actions was a collaborative process, incorporating internal Forest Service feedback with input from external stakeholders. As District personnel begin to prioritize projects, maintenance items which can be implemented with minimal funding or planning, especially if work can be accomplished with volunteers, are more likely to be implemented over the short-term.

Recommendations of a larger scope, requiring comprehensive analysis, extensive planning, significant funding and possible grant applications will be implemented over time (Table 9).

Please note that recommendations are not a guarantee of implementation. Most recommendations require environmental analysis, opportunities for further public involvement and input, funding for planning and construction; as well as long-term commitments for volunteer maintenance. Without these elements in place, it is unlikely a recommended project will be implemented.

Table 9: Recommendations for Future Trail Management Actions: Manchester Ranger District			
Trail Number	Trail Name	Trail Mileage	Recommendation
1	AT/LT	102.60	Maintain Trail
307	TOP OF THE MOUNTAIN	2.45	Maintain Trail
320	WALLINGFORD POND	1.98	Maintain Trail
320.01	WALLINGFORD POND SPUR A	0.19	Trail Potentially Not Needed
320.02	WALLINGFORD POND SPUR B	0.25	Trail Potentially Not Needed
322	FELLER BROOK	2.36	Trail Potentially Not Needed
322.01	WALLINGFORD POND SPUR C	0.55	Trail Potentially Not Needed
323	HOMER STONE MEADOW	2.94	Maintain Trail
324	HOMER STONE SNOWMOBILE	1.45	Maintain Trail
325	HOMER STONE/WALLINGFORD CONNECTOR	0.72	Maintain Trail
326	DEERFIELD RIDGE	5.58	Maintain Trail
326A	BINNEY BROOK	0.49	Maintain Trail
326B	HAYSTACK MOUNTAIN	0.36	Maintain Trail
328	HAPPY FRENCH	0.74	Trail Potentially Not Needed
329	MEADOW BROOK PARKING ACCESS	0.93	Maintain Trail
330	FR 60	4.55	Maintain Trail
331	WILLARD MOUNTAIN	2.02	Maintain Trail

332	FIFIELD	1.22	Maintain Trail
333	WILDER TRAIL	0.91	Trail Potentially Not Needed
334	MEADOW BROOK	2.87	Maintain Trail
335	TEN KILNS	2.36	Maintain Trail
336	TARBELLVILLE SPUR	1.58	Trail Potentially Not Needed
337	PICKKARAINEN	0.70	Trail Potentially Not Needed
338	JENNY COOLIDGE	5.00	Maintain Trail
340	GREENDALE	2.46	Maintain Trail
341	GREENDALE NORTH	1.27	Maintain Trail
342	MOSES POND ROAD	0.63	Maintain Trail
343	MOSES POND	1.74	Modify Trail Uses
344	DEVILS DEN	3.45	Modify Trail Uses
345	CEMETERY RUN	0.79	Modify Trail Uses
346	UTLEY EAST	2.50	Maintain Trail
347	COOLIDGE CONNECTOR	1.63	Maintain Trail
350	FR 10	12.91	Maintain Trail
355	MAD TOM	2.72	Maintain Trail
358	FR 21	1.50	Maintain Trail
361	BROMLEY BROOK	1.65	Trail Potentially Not Needed
362	SPRUCE PEAK	1.29	Maintain Trail
363	ROOTVILLE - JENKS	7.25	Maintain Trail
363.01	JENKS CONNECTOR	1.68	Maintain Trail
365	SPRUCE PEAK SOUTH	2.40	Maintain Trail
366	COLE BROOK	2.20	Trail Potentially Not Needed
367	WARDSBORO LINK	3.41	Maintain Trail
368	DEAD HORSE HILL	2.00	Maintain Trail
369	NORTH BROOKWOOD	0.89	Maintain Trail
370	FR 70	2.43	Maintain Trail
371	BACON HOLLOW SNOWMOBILE	4.37	Trail Potentially Not Needed

372	MCINTYRE	4.14	Maintain Trail
373	KELLEY STAND	7.52	Maintain Trail
374	FAYVILLE	5.30	Maintain Trail
375	GLASTENBURY	9.10	Maintain Trail
376	GLASTENBURY CROSS-OVER	1.59	Maintain Trail
377	EAST DEERFIELD LOOP	0.50	Maintain Trail
378	SOMERSET/DOVER CONNECTOR C7/100	1.75	Maintain Trail
379	DEERFIELD RIVER	3.20	Maintain Trail
380	SPORTS CABIN	0.30	Maintain Trail
381	CASTLE BROOK	7.74	Maintain Trail
382	PINE VALLEY	2.12	Maintain Trail
383	SOUTH MOUNTAIN	5.43	Maintain Trail
384	WOODFORD POWERLINE	2.40	Maintain Trail
384.02	ADAMS CONNECTOR	0.20	Maintain Trail
385	CORRIDOR 7	60.67	Maintain Trail
386	LITTLE POND	3.47	Maintain Trail
387	WOODFORD MALL TRAIL	0.17	Maintain Trail
388	RED MILL ACCESS	1.31	Maintain Trail
389	CASTLE MEADOW	1.33	Maintain Trail
390	YAW POND	3.14	Maintain Trail
391	CORRIDOR 9	14.20	Maintain Trail
392	PROSPECT MOUNTAIN ROAD SNOWMOBILE	3.50	Maintain Trail
393	DOME	1.35	Trail Potentially Not Needed
394	STAMFORD POND	5.09	Maintain Trail
395	DOVER HILLS C7/100 C100	2.0	Maintain Trail
401	STRATTON RIDGE	0.52	Maintain Trail
402	LAKE TRAIL	2.51	Maintain Trail
402.1	LAKE TRAIL SPUR	0.04	Maintain Trail

404	BIG BRANCH	0.12	Maintain Trail
406	HOMER STONE	0.49	Maintain Trail
407	BRANCH POND	8.30	Maintain Trail
407.1	BRANCH POND SPUR	0.12	Maintain Trail
408	BRANCH POND CONNECTOR	0.31	Maintain Trail
409	NORTH SHORE	0.57	Trail Potentially Not Needed
410	MUD POND	0.25	Maintain Trail
411	WHITE ROCKS CLIFF	0.19	Maintain Trail
412	OLD JOB	1.98	Maintain Trail
412.01	OLD JOB SHELTER SPUR	0.05	Maintain Trail
413	BAKER PEAK	0.95	Maintain Trail
414	ICE BEDS	0.92	Maintain Trail
414.01	WHITE ROCKS OVERLOOK	0.03	Maintain Trail
415	GREENWALL SHELTER SPUR AT/LT	0.27	Maintain Trail
416	LITTLE ROCK POND LOOP	0.57	Maintain Trail
418	BEEBE POND CANOE	0.14	Maintain Trail
419	GROUT POND LOOP	2.47	Maintain Trail
420	GROUT POND CAMP	0.72	Maintain Trail
422	GROUT POND EAST	2.85	Maintain Trail
422.01	GROUT POND EAST TRAIL ACCESS	0.0174	Maintain Trail
422.02	GROUT POND EAST CONNECTOR	0.06	Maintain Trail
423	GROUT POND WEST	0.59	Maintain Trail
424	GREEN MOUNTAIN	4.31	Maintain Trail
425	LOST POND SHELTER SPUR	0.06	Maintain Trail
426	GREEN MOUNTAIN CONNECTOR	0.70	Maintain Trail
430	EAST BRANCH	1.25	Maintain Trail
431	LYE BROOK	10.32	Maintain Trail
432	LYE BROOK FALLS	0.20	Maintain Trail
433	KEEWAYDIN	0.42	Maintain Trail

434	BEAR WALLOW	2.10	Maintain Trail
434.01	BEAR WALLOW SPUR	0.10	Maintain Trail
435	BALD MOUNTAIN	2.94	Maintain Trail
436	WEST RIDGE	8.93	Maintain Trail
440	BRANCH POND ACCESS	0.12	Maintain Trail
441	STRATTON POND	3.72	Maintain Trail
442	STRATTON POND SHELTER SPUR	0.10	Maintain Trail
446	HAPGOOD NATURE TRAIL	0.83	Maintain Trail
446.01	HAPGOOD CAMPGROUND SPUR	0.02	Maintain Trail
447	SPRUCE PEAK SHELTER SPUR	0.20	Maintain Trail
448	SPRUCE PEAK VISTA SPUR	0.10	Maintain Trail
449	LITTLE POND ACCESS	0.63	Maintain Trail
450	CLARENDON SHELTER AT/LT	0.05	Maintain Trail
451	MINERVA HINCHEY SHELTER AT/LT	0.04	Maintain Trail
452	DOMED LEDGE VISTA AT/LT	0.06	Maintain Trail
454	LITTLE ROCK POND SHELTER AT/LT	0.03	Maintain Trail
455	BROMLEY SHELTER	0.052	Maintain Trail
456	BROMLEY BROOK VISTA	0.02	Maintain Trail
461	EAST DORSET	3.10	Maintain Trail – Planned
462	EMERALD LAKE CONNECTOR	0.68	Maintain Trail - Planned
463	GROUSE LANE	3.30	Maintain Trail - Planned
464	DORSET MOUNTAIN	3.40	Maintain Trail
500	UPPER LITTLE MICHIGAN	0.97	Modify Trail Uses
501	LITTLE MICHIGAN	2.23	Maintain Trail
502	UTLEY BROOK	3.24	Modify Trail Uses
503	JONES BROOK	1.71	Maintain Trail
504	STONE PLACE	1.03	Modify Trail Uses
505	BEAVER MEADOWS	3.43	Maintain Trail
506	ROOT BEER RIDGE	2.30	Maintain Trail

507	NORTH BROOKWOOD WEST	1.46	Maintain Trail
508	WINHALL RIVER	1.98	Maintain Trail
510.01- 510.24	PROSPECT MOUNTAIN PERMIT TRAILS	7.52	Maintain Trails Under Permit
511.01- 511.13	WILD WINGS PERMIT TRAILS	4.88	Maintain Trails Under Permit
512	SWEDE (Swedish Ski Club) Trail	1.60	Maintain Trail
512.01	SWEDE-01	1.52	Maintain Trail
512.02	SWEDE-02	1.73	Maintain Trail
512.03	SWEDE-03	0.15	Maintain Trail
512.04	SWEDE-04	0.32	Maintain Trail
512.05	SWEDE-05	0.28	Maintain Trail
513	CATAMOUNT - PONY HILL	2.83	Maintain Trail
514	CATAMOUNT - KENDALL	1.66	Maintain Trail
515	CATAMOUNT - GOLDEN SPIKE	1.98	Maintain Trail
516	CATAMOUNT - PERU	3.56	Maintain Trail
517	CATAMOUNT - 11/30	6.44	Maintain Trail
n/a	CATAMOUNT TRAIL BY SOMERSET RESERVOIR		Potential New Trail Need
n/a	HIKING TRAIL FROM AT/LT IN GLASTENBURY WILDERNESS TO LITTLE POND AND TO FT 386	~0.5	Potential New Trail Need
n/a	SNOWMOBILE CORRIDOR TRAIL IN WOODFORD (VT RT.9 CROSSING)	~1.5	Potential New Trail Need
n/a	SNOWMOBILE CORRIDOR TRAIL OFF FT365 IN WINHALL	~1.0	Potential New Trail Need
n/a	VALLEY C100 SNOWMOBILE CORRIDOR IN WILMINGTON	< 0.5	Potential New Trail Need
n/a	SKI LOOP SHORTCUT BETWEEN FT507 AND FT513		Potential New Trail Need
n/a	TRAIL BETWEEN VT RT 7 AND BARNUMVILLE ROAD IN MANCHESTER		Potential New Trail Need
n/a	POWNAL DOME		Potential New Trail Need
n/a	AGAWON		Potential New Trail Need
n/a	BROAD BROOK		Potential New Trail Need
n/a	OTHER UNMANAGED TRAILS IN SOUTH OF RT. 9 PROJECT AREA , INCLUDING		Potential New Trails Need

	TRAIL FROM WOODFORD/STAMFORD TOWN LINE TO COUNTY ROAD (SUCKER POND MOTORIZED), SNOWMOBILE TRAIL FROM TRAIL ALONG SUCKER POND TO FR273, RISKY RANCH MOTORIZED CONNECTOR, CORRIDOR 9- FT391 RE-ROUTE and HOOSAC RIDGE AREA TRAILS INCL. WEST LOOP NONMOTORIZED		
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Table 10: Recommendations for Future Trail Management Actions: Rochester and Middlebury Ranger Districts			
Trail Number	Trail Name	Trail Mileage	Recommendation
2	APPALACHIAN	44.87	Maintain Trail
3	LONG TRAIL	55	Maintain Trail
44	BLOODROOT GAP	7.88	Maintain Trail
71	NORTH POND	7.41	Maintain Trail
86	MT. CARMEL	2.26	Maintain Trail
115	BURNT HILL	2.26	Maintain Trail
116	SKYLIGHT POND TRAIL WEST	2.32	Maintain Trail
116.01	SKYLIGHT POND TRAIL EAST	0.11	Maintain Trail
117	CANTY	2.27	Maintain Trail
119	RATTLESNAKE CLIFF	1.6	Maintain Trail
120	MT. MOOSALAMOO	2.5	Maintain Trail
121	ROCKY POINT INTERPRETIVE TRAIL	1.6	Maintain Trail
125	KEEWAYDIN EAST	1.99	Maintain Trail
126	NORTH BRANCH	2.8	Maintain Trail
126.1	VOTER BROOK CONNECTOR	2.8	Maintain Trail
127	SILVER LAKE TRAIL	1.6	Maintain Trail
128	GOSHEN	0.56	Maintain Trail
130	LEICESTER HOLLOW	4.8	Maintain Trail
132	QUARRY	0.4	Trail Potentially Not Needed
133	LEFFERTS POND	1.8	Maintain Trail

134	ROUND ROBIN (C-7)	4.2	Maintain Trail
136	BLUE RIDGE MOUNTAIN	4.94	Maintain Trail
136.01	BLUE RIDGE MOUNTAIN WEST	0.34	Trail Potentially Not Needed
136.02	BLUE RIDGE SUMMIT LOOP	0.34	Trail Potentially Not Needed
136.03	DUGWAY RD CUTOFF	1.19	Trail Potentially Not Needed
138	DEER RUN	1.15	Maintain Trail Under Permit
138.01	LOST HORIZON	2.14	Maintain Trail Under Permit
138.03	HEWITT BROOK	1.16	Maintain Trail
138.03	HEWITT BROOK	1.16	Maintain Trail Under Permit
138.04	BOONDOCKS	1.42	Maintain Trail Under Permit
138.05	DEBONIS CUTBACK	0.23	Maintain Trail Under Permit
138.06	SNOW GOOSE	0.4	Maintain Trail Under Permit
138.08	LOST HORIZON CONNECTOR	0.33	Trail Potentially Not Needed
140	RESERVOIR RUN	5.68	Maintain Trail
141	NETTLES	0.2	Maintain Trail
142	WIDOW'S CLEARING	2.99	Maintain Trail
143.01	BEGINNER'S LOOP	3.08	Maintain Trail
143.02	HOGBACK/BEGINNER'S CUTOFF	0.19	Maintain Trail
143.03	HOGBACK LOOP	2.5	Maintain Trail
143.04	HOGBACK LOOP, NW CUTOFF	0.44	Trail Potentially Not Needed
143.05	LEE TODD	0.63	Maintain Trail
143.06	SUCKER BROOK BLUEBERRY HILL	2.6	Maintain Trail
143.07	HOGBACK CUTOFF	0.23	Maintain Trail
143.08	HORSESHOE	1.06	Maintain Trail
143.09	HALFDAN KUHNLE	2.8	Maintain Trail
143.1	DUTTON BROOK	0.94	Trail Potentially Not Needed
143.11	ELSIE'S LOOP	2.45	Trail Potentially Not Needed
143.12	MOOSALAMOO AREA SKI	5.17	Maintain Trail (portion); Trail Potentially Not Needed (portion)
143.13	STEWART	1.23	Maintain Trail

143.14	BEAVER DAM	0.6	Maintain Trail
143.15	CONNECTOR 143.01 - 143.03	0.14	Trail Potentially Not Needed
143.16	TRUCK HILL	0.41	Maintain Trail
143.17	BEAVER POND CUTOFF	0.1	Maintain Trail
144	ROMANCE RUN	2.95	Maintain Trail
145	BOILING SPRING	2.32	Maintain Trail
146	PUSS AND KILL	3.9	Maintain Trail
146.01	PUSS AND KILL ALTERNATE	2.2	Maintain Trail
146.02	PUSS AND KILL EXTENSION	0.83	Maintain Trail
147	STEAM MILL BROOK CUTOFF	0.22	Maintain Trail
148	BAKER MIDDLE (C7)	2.15	Maintain Trail
152	BATTELL	2.04	Maintain Trail
155	EMILY PROCTOR	3.7	Maintain Trail
159	COOLEY GLEN	3.18	Maintain Trail
160	ABBAY POND	1.99	Maintain Trail
161	GREAT CLIFF CONNECTOR	0.07	Maintain Trail
165	SUCKER BROOK	1.23	Maintain Trail
165.01	SUCKER BROOK - HISTORIC	1.48	Maintain Trail
166	NEW BOSTON	1.15	Maintain Trail
167	SILENT CLIFF	0.39	Maintain Trail
168	BREADLOAF SPUR	0.13	Maintain Trail
169	NORSKE	2.2	Maintain Trail
177	CHURCHILL HOUSE	2.41	Trail Potentially Not Needed
177.01	RIDGE	4.54	Maintain Trail
178	CHANDLER RIDGE	3.97	Maintain Trail
179	SCHOOLHOUSE	0.1	Maintain Trail Under Permit
179.01	IRIQUOIS	0.5	Maintain Trail
179.02	COLD SPRING	0.2	Maintain Trail Under Permit
179.03	PAT'S PAD	0.1	Maintain Trail

179.04	BURNT MOUNTAIN	2.1	Maintain Trail
179.05	RAY'S	0.2	Maintain Trail Under Permit
179.06	YORK GLEN	0.2	Maintain Trail Under Permit
179.07	PITCH PINE	0.2	Maintain Trail Under Permit
179.08	CRAG	0.8	Maintain Trail Under Permit
179.09	SUMMIT ROAD	1.6	Maintain Trail Under Permit
179.1	BILL'S	0.2	Maintain Trail Under Permit
179.11	BEAR POND AVENUE	0.3	Maintain Trail Under Permit
179.12	HAWKINS ROAD	0.5	Maintain Trail Under Permit
179.13	ETHAN ALLEN	1.0	Maintain Trail Under Permit
179.14	HAMILTON	0.4	Maintain Trail Under Permit
179.15	DEER	0.6	Maintain Trail Under Permit
179.16	CAVE	0.2	Maintain Trail Under Permit
179.17	ROGER FENN	0.3	Maintain Trail
179.18	WILDCAT	0.7	Maintain Trail Under Permit
179.19	PETE'S	0.2	Maintain Trail Under Permit
179.2	AZALEA	0.1	Maintain Trail Under Permit
179.21	CAESAR'S MARCH	0.4	Maintain Trail Under Permit
179.22	UNDERCLIFF	0.4	Maintain Trail Under Permit
179.23	CAMPSITE	0.4	Maintain Trail Under Permit
179.24	OVERCLIFF	0.4	Maintain Trail Under Permit
179.25	CUB	0.3	Maintain Trail
179.26	KEEWAYDIN	2.7	Maintain Trail
179.27	CHUCK'S	0.2	Maintain Trail Under Permit
181	OAK RIDGE	8.06	Maintain Trail
189	ROBERT FROST UPLAND	0.67	Maintain Trail
190	ROBERT FROST INTERPRETIVE	0.22	Maintain Trail
203	BRISTOL CLIFFS WILDERNESS	0.1	Maintain Trail
242	FURNACE BROOK	2.72	Maintain Trail

242.01	FURNACE BROOK ALTERNATE	2.14	Maintain Trail
243	MIDDLE ROAD	5	Maintain Trail
252	MINNIE BAKER - C7 CONNECTOR	0.2	Maintain Trail
253	MINNIE BAKER	1.2	Maintain Trail
254	FROST CABIN	3.75	Private Jurisdiction
257	GOSHEN DAM	6.86	Maintain Trail
258	TURNPIKE	12.6	Maintain Trail
259	ALPHONSE QUESNEL	11.34	Maintain Trail
261	NORTH POND CUTOFF	0.35	Maintain Trail
267	CTA SPRUCE LODGE	1.7	Maintain Trail
269	PARTRIDGE	5.34	Maintain Trail
269.01	PARTRIDGE CUTOFF	0.68	Maintain Trail
270	BEAVER MEADOW	2.72	Trail Potentially Not Needed
272.02	BLACKBERRY RUN	0.43	Maintain Trail
272.03	SHANNIE'S LOOP	0.34	Maintain Trail
272.04	BLUE HERON RUN	0.43	Trail Potentially Not Needed
272.05	MOOSE LOOP	2	Maintain Trail
272.06	A.O.A.	0.37	Maintain Trail
272.07	WILLOW RUN	0.56	Trail Potentially Not Needed
272.08	ZIP	0.06	Maintain Trail
272.09	BEAVER POND CROSSING	0.1	Trail Potentially Not Needed
272.1	GOSHEN BROOK TRAIL	0.41	Trail Potentially Not Needed
272.2	WILKINSON TRAIL FR 92	0.55	Trail Potentially Not Needed
273	STEAM MILL	4.48	Maintain Trail
274	STEAM MILL ROAD BYPASS	1.87	Maintain Trail
275	FR 54/59 BYPASS	1.4	Maintain Trail
276	AUNT JENNY	0.91	Maintain Trail
277	LINCOLN GAP WEST VISTA	0.14	Maintain Trail
278.01	WATER TOWER CONNECTOR	0.07	Maintain Trail

278.02	WATER TOWER SUNDOWN	1.0	Maintain Trail
278.03	WATER TOWER CROSSWALK	0.43	Maintain Trail
278.04	WATER TOWER NORTH STAR	0.89	Maintain Trail
278.05	WATER TOWER AFTERNOON	0.54	Maintain Trail
278.06	WATER TOWER TREPIDATION	0.32	Trail Potentially Not Needed
281	MT. MOOSALAMOO REPEATER	1.1	Trail Potentially Not Needed
284	FRENCH SETTLEMENT	3.2	Maintain Trail
285	LINCOLN GAP	2.1	Maintain Trail
700	TAYLOR BROOK	5.25	Maintain Trail
701	GULF BROOK	4.44	Maintain Trail
702	CLARK BROOK	3.06	Maintain Trail
703	TEXAS FALLS NATURE	0.95	Maintain Trail
704	CHITTENDEN BROOK	3.74	Maintain Trail
705	CAMPGROUND SPUR	0.4	Maintain Trail
706	DEER LEAP	1.33	Maintain Trail
706.01	DEER LEAP OVERLOOK	0.16	Maintain Trail
707	SNO-ROB FORD	2.82	Maintain Trail
707	TERRA-ROB FORD	2.82	Trail Potentially Not Needed
708	MOUNT HORRID	1.0	Maintain Trail
712	HANCOCK BRANCH	0.93	Trail Potentially Not Needed
714	FASSETT BASIN	2.0	Maintain Trail
715	PELKEY PATH	0.2	Maintain Trail
716	ASH HILL	2.46	Maintain Trail
717	CCC CAMP	1.93	Maintain Trail
720	CONTEST	3.21	Maintain Trail
721	MAYO HILL PENT RD	0.87	Maintain Trail
723	LIBERTY HILL	2.5	Maintain Trail
725	AUSTIN BROOK	2.2	Trail Potentially Not Needed
727	MARTELL MEADOW TRAIL	1.48	Maintain Trail

728	GUERNSEY BROOK	2.45	Maintain Trail
729	SPIKEHORN	2.32	Maintain Trail
739	TEXAS GAP	4.78	Maintain Trail
743	UPPER STETSON	1.06	Trail Potentially Not Needed
745	CHITT. BK. X/C SKI	3.23	Maintain Trail
746	CHITT. BK. OUTER LOOP	1.71	Maintain Trail
746.01	CHITT BK OUTER LOOP CONN.	0.2	Maintain Trail
747	CHITTENDEN BROOK BEAVER	0.11	Maintain Trail
749	BOYDEN BROOK	4.11	Maintain Trail
750	PATTERSON BROOK	4.15	Maintain Trail
754	PINE BROOK	4.37	Maintain Trail
755	WHITE RIVER	2.4	Maintain Trail
756	PHILADELPHIA PEAK	1.85	Trail Potentially Not Needed
761	SMITH BROOK	2.23	Trail Potentially Not Needed
764	SWAN'S MILL	5.87	Maintain Trail
765	MAPLE HILL	0.6	Trail Potentially Not Needed
772	BOWL MILL	1.52	Maintain Trail
773	PERRY BASIN	1.68	Maintain Trail
777	TUNNEL BROOK	5.44	Maintain Trail
780.01	C-5 LLOYD'S AT CROSSING	0.19	Maintain Trail
780.02	C-5 THISTLE HILL AT CROSSING	0.47	Maintain Trail
780.04	C-5 BUNKER HILL AT CROSSING	0.81	Maintain Trail
780.05	C-5 PODUNK-TIGERTOWN	0.25	Maintain Trail
781	TUCKER	0.5	Maintain Trail
789	CALIFORNIA LOT	2.31	Maintain Trail
790	THOUSAND ACRE	1.09	Maintain Trail
791	FASSETT HILL	2.19	Maintain Trail
793	A AND D	2.08	Maintain Trail
794	RICE TRACT	1.51	Trail Potentially Not Needed

795	BAKER BROOK	0.6	Trail Potentially Not Needed
797	CARYL BROOK	5.18	Maintain Trail
799	BEAR BROOK	0.5	Maintain Trail
801	VALLEY	3.5	Maintain Trail
801.01	VALLEY ACCESS	0.1	Maintain Trail
802	RHS	1.04	Trail Potentially Not Needed
803	BRIDGEWATER HOLLOW C-12 AT X	0.22	Maintain Trail
804	JABEZ HILL	0.45	Trail Potentially Not Needed
805	WINTURRI SHELTER	0.17	Maintain Trail
806	SHERBURNE PASS	3.54	Maintain Trail
807	STONEY BROOK SHELTER	0.04	Maintain Trail
808	DANA HILL	0.3	Maintain Trail
809	THISTLE HILL SHELTER	0.13	Maintain Trail
810	MTN MEADOWS - LAKESIDE DRIVE	1.14	Maintain Trail Under Permit
811	MTN MEADOWS - POND PLUNGE	0.73	Maintain Trail Under Permit
812	MTN MEADOWS - S. RIDGE	2.38	Maintain Trail Under Permit
813	MTN MEADOWS - N. RIDGE	3.03	Maintain Trail (portion); Maintain Trail Under Permit (portion)
814	MTN MEADOWS - TELEMAR	0.94	Maintain Trail Under Permit
815	MTN MEADOWS - ORCHARD	1.07	Maintain Trail Under Permit
816	MOUNTAIN MEADOWS	0.21	Maintain Trail Under Permit
817	MOUNTAIN MEADOWS	0.38	Maintain Trail Under Permit
817.01	MTN MEADOWS - SNOWSHOE	0.1	Maintain Trail Under Permit
818	ROUTE 73 FEEDER	1.3	Maintain Trail
820	MORRILL BROOK	2.94	Maintain Trail
821	MORRILL BROOK LOOP	0.96	Maintain Trail
822	SLAB BRIDGE BROOK	2.54	Maintain Trail
823	HAYES BROOK	1.55	Maintain Trail
824	DARNING NEEDLE	3.71	Maintain Trail
825	CATAMOUNT LINCOLN	3.8	Maintain Trail

826	HAPPY HILL SHELTER	0.08	Maintain Trail
827	CHURCHILL SCOTT	0.11	Maintain Trail
828	THUNDERING FALLS SIDE TRAIL	0.1	Maintain Trail
830	LEONARD'S LOOP	3.0	Maintain Trail
831	FLYING SQUIRREL	2.0	Maintain Trail
n/a	BEGINNER MOUNTAIN BIKE TRAILS IN KILLINGTON	.	Potential New Trail Need
n/a	BEGINNER MOUNTAIN BIKE TRAILS IN MOOSALAMOO NATIONAL RECREATION AREA	.	Potential New Trail Need
n/a	BLUEBERRY LAKE ADDITIONAL TRAILS INCLUDING A LAKE LOOP TRAIL	.	Potential New Trail Need
n/a	CATAMOUNT TRAIL: GOVERNOR CLEMENT TRAIL ADDITIONS	.	Potential New Trail Need
n/a	CATAMOUNT TRAIL: MENDON ADDITIONS	.	Potential New Trail Need
n/a	CATAMOUNT TRAIL CONNECTOR FROM 73 PARKING LOT	.	Potential New Trail Need
n/a	FALLS OF LANA VIEWING TRAIL	.	Potential New Trail Need
n/a	MOUNTAIN BIKE TRAIL TO CONNECT MOOSALAMOO AND SILVER LAKE CAMPGROUNDS	.	Potential New Trail Need
n/a	NEW LAND ACQUISITION TRAILS	.	Potential New Trail Need
n/a	NEW SO OFFICE TRAIL TO CONNECT TO CANTY TRAIL	.	Potential New Trail Need
n/a	NEW TRAILS THAT CONNECT NEW/EXISTING TRAILS TO FEDERAL LAND OR THAT REDUCE DEPENDENCY ON CAR COMMUTING TRAFFIC	.	Potential New Trail Need
n/a	NORTH COUNTRY TRAIL CONNECTORS	.	Potential New Trail Need
n/a	OTHER RIKERT TRAILS WHERE CATAMOUNT TRAIL TRAVELS	.	Add Permitted Trail to System
n/a	RIKERT TRAIL: OUTER FROST	0.24	Add Permitted Trail to System
n/a	PEAVINE TRAIL (STOCKBRIDGE TO ROCHESTER)	.	Potential New Trail Need
n/a	ROCHESTER RANGER DISTRICT FITNESS TRAIL	.	Potential New Trail Need
n/a	TRAIL FROM HOGBACK TRAIL TO HOGBACK SUMMIT	.	Potential New Trail Need
n/a	VAST CORRIDOR 100: AT CROSSING KILLINGTON	.	Potential New Trail Need

n/a	VAST CORRIDOR 12 BULL HILL AT CROSSING BRIDGEWATER	.	Potential New Trail Need
n/a	VAST CORRIDOR 4/7: GOVERNOR CLEMENT TRAIL ADDITIONS	.	Potential New Trail Need
n/a	RIKERT TRAIL: WAGON WHEEL	0.52	Add Permitted Trail to System

Appendix 1: Non-Site Specific Public Comments

Appendix 1: Non-Site Specific Public Comments and Forest Service Responses				
Trail Number	Trail Name or Location	Comment	Comment Type	Recommendation/USFS Feedback
n/a	Forest-wide	I expressed my frustration with the fact that the Forest Service appears to be starting a whole new trails planning process shortly after the multi-year Trails Collaborative. Excessive planning takes away from on the ground work by the Forest Service, and frustrates public input inasmuch as all factions of the public with the exception of heavily staffed special interest groups do not have the time nor resources to be participating properly in a never ending planning process.	Planning Process	The Forest Service completed this Comprehensive Trail Strategy to comply with the 2006 GMNF Land and Resource Management Plan (Forest Plan) Goal 12 Objective to "complete comprehensive trail planning for 100 percent of the Forest." We appreciate the time our publics have dedicated to ongoing planning efforts.
n/a	ATV Trails Forest-wide	Any new sections of the Green Mt. National Forest will be placed off limits to ATVs as part of this process.	ATV Access	Management of new land acquisitions will comply with management area direction found in the 2006 Forest Plan in addition to the Forest-wide Motorized Vehicle Standard (S-5) stating: "Summer off-road vehicle trails shall be limited to connecting corridors that link sections of a larger state-wide, regional, subregional, or multi-town summer motorized trail system located off NFS lands."
n/a	ATV Trails Forest-wide	My question re: whether any new sections of the forest will be off limits to ATVs. As you know, the Bennington proposal will be the first connector trail authorized if it is approved. There may be a further need for connector trails in the future, so the Vermont ATV Sportsman's Association would like affirmation that there's no new prohibited areas for ATVs.	ATV Access	The 2006 Forest Plan identifies management areas for potential new land acquisitions within the GMNF Proclamation Boundary. Three management areas allow future summer off-road vehicle trail development if the use complies with Forest-wide direction. New acquisitions with the potential for summer off-road vehicle use would be in

				the Diverse Forest Use, Diverse Backcountry, and Eligible Recreation River Corridor Management Areas.
n/a	ATV Trails Forest-wide	Don't forget ATV access – needed for people who can no longer hike/bike or ski	ATV Access	The 2006 Forest Plan includes Forest-wide management guidance for summer off-road vehicle use in Motorized Vehicle Standard (S-5): "Summer off-road vehicle trails shall be limited to connecting corridors that link sections of a larger state-wide, regional, subregional, or multi-town summer motorized trail system located off NFS lands."). Additionally, specific management areas allow the potential for summer off-road vehicle use, including the Diverse Forest Use, Diverse Backcountry, and Eligible Recreation River Corridor Management Areas.
n/a	ATV Trails Forest-wide	My ATV would do more good on GMFL than harm – already been successfully maintaining trails in central VT – get local clubs involved to actually manage ATV, it would have a very positive effect – “Central VT Quadrunners”	ATV Access	See responses to ATV access issues above.
n/a	ATV Trails Forest-wide	Why can't hardened roads on NFs be treated the same as town roads where select boards have approved use and club manage the ATV use?	ATV Access	See responses to ATV access issues above.
n/a	ATV Trails Forest-wide	VASA will likely outgrow VAST	ATV Access	Comment Noted.
n/a	Cross Country Ski Trails Forest-wide	Comment 1: I strongly urge you to significantly increase the number of trails designed and designated for cross country skiing in the GMNF. Comment 2: More cross country ski trails would be great for all who love the outdoors but hate the noise and pollution of the snowmobiles.	New Cross-Country Ski Trails	The GMNF contains over 200 miles of trail managed for cross country ski use. Additionally, cross country skiing is allowed on the entire 936 mile trail network. This Trail Strategy recommends the addition and the decommission of cross country ski trails based on site-specific feedback.

n/a	Forest-wide	In general I don't like to see any additional roads/trails or general areas listed as off limits to future snowmobile use if they could potentially be used as a connector between trails in the future.	Snow-mobile Access	In compliance with the 2006 GMNF Forest Plan and the Secretary of Agriculture's Code of Federal Regulations, snowmobile access is restricted to trails designated for over-snow vehicle use. This Trail Strategy recommends the addition and the decommission of snowmobile trails based on site-specific feedback.
n/a	Forest-wide	If these roads are removed from the system completely these opportunities to relocate trails are removed along with them.	Road Closure	The Comprehensive Trail Strategy does not recommend the removal or closure of National Forest System roads. The Forest Service is analyzing the GMNF road network through the Travel Analysis Process (Subpart A). The Travel Analysis has been completed for the Rochester and Middlebury Ranger Districts and will be released as a Forest-wide product upon completion of the Manchester Ranger District analysis (expected completion of October, 2015).
n/a	Forest-wide	Need better signage	Signage	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. The Forest Service agrees with the commenter and is working with partners and staff to fund signage improvements.
n/a	Forest-wide	Some trails are suitable for winter abut not summer.	Trail Suitability	The Forest Service agrees and therefore manages some trails for winter use only.
n/a	Forest-wide	Would like to see summary of comments		The Forest Service has included all comments received during the

				Comprehensive Trail Strategy process in this document.
n/a	Forest-wide	Need snowmobile parking areas	Snow-mobile Parking	This Comprehensive Trail Strategy does not include recommendations for trail infrastructure (such as kiosks, signs or parking areas) but this comment is noted. More site-specific information would be needed to respond to this request.
n/a	Forest-wide	Variety of FS roads and single trails.	Roads and Trails	Comment noted.
n/a	Forest-wide	Are these trails drawing bikes, skiers, hikers, etc.?	Question	Please refer to Tables 1 and 2 of the Comprehensive Trail Strategy document. These tables identify the miles of trail by managed use.
n/a	Horse Trails Forest-wide	Some trails which may go to the same place (seem redundant) provide early or late season riding, loop opportunities.	Loop Trails	The trails analysis process considered if parallel trails provide loop opportunities (and were therefore not redundant).
n/a	Snowmobile Trails Forest-wide	With respect to snowmobiles, as per my verbal request at the Wednesday session, please provide this email list with the total number of miles and number of snowmobile trails that are tentatively scheduled for discontinuance at this point in the process. Also, the total number of miles and number of snowmobile trails that are expected to be added at this point in the process.	Snow-mobile Trails	In response to this request, the Forest Service provided this information directly to the commenter in addition to posting the information on the GMNF website.
n/a	Loop Trails Forest-wide	Whenever possible, trails that provide loop opportunities should be given additional value when considering priority. Human nature is given towards connecting and preferring loops. Keeping them to a defined corridor minimizes intrusion and provide access from 2 directions to deal with whatever issue is most demanding at any point in time, whether maintenance or emergency.	Loop Trails	This Comprehensive Trail Strategy includes recommendations for future trail management based on multiple criteria. One criteria weighed during the analysis process was maintaining trails that create loop opportunities.
n/a	n/a	Put rivers, such as Deerfield, Rake Branch on your maps – it will help orient us and may affect trails.	Maps	Comment noted.

n/a	n/a	We (Manchester and Mountain Bike Club) would love to work in partnership with the NF.	Partnership	Thank you for recognizing partners and volunteers are key to a sustainable trail system. The Forest Service began working with the Manchester and Mountain Bike Club in the fall of 2014 and looks forward to continuing this partnership.
n/a	n/a	I ... would absolutely volunteer.	Volunteer	Thank you for recognizing volunteers are key to a sustainable trail system. Comment noted.
n/a	n/a	I object to the manner in which the "Comprehensive Trail Strategy" is being conducted...This process is objectionable and creates distrust of the Forest Service.	Concerns	Comment noted.
n/a	Loop Trails Forest-wide	Recreational people like loops. Areas marked with dotted lines are real trails that make a loop possible.	Loop Trails	This Comprehensive Trail Strategy includes recommendations for future trail management based on multiple criteria. One criteria weighed during the analysis process was maintaining trails that create loop opportunities.
n/a	n/a	Need more vistas and views along hiking trails.	Vistas	Comment noted.
n/a	n/a	Approval of Mtn biking within Manchester District	New Trails	Comment noted.
n/a	n/a	Mtn Biking trail construction, planning, maintenance	New Trails	Comment noted.

Appendix 2: Partnership Organizations and Potential Volunteer Opportunities

Individuals who want to become involved as a Green Mountain National Forest trail volunteer may wish to join one or more of the following organizations:

- **Appalachian Trail Conservancy (ATC):** The ATC works together with the NPS to protect and maintain the Appalachian Trails in Vermont, New Hampshire, and Maine.
- **Catamount Trail Association (CTA):** The CTA works with the Forest Service to protect, maintain and construct/reconstruct the State-wide cross-country ski network known as the Catamount Trail.
- **The Green Mountain Club (GMC):** In collaboration with the Appalachian Trail Conservancy, the GMC actively works to protect and maintain the Long/Appalachian Trails in Vermont.
- **Moosalamoo Association (MA):** The MA is a land-based stewardship organization with a focus area on the Moosalamoo National Recreation Area. The MA collaborates with public entities to plan, manage, and provide stewardship for wildlife habitat conservation and public recreation opportunities and facilities.
- **Mountain Valley Trails Association (MVTA):** MVTA maintains cross-country ski trails on the GMNF in the Peru and Landgrove areas. A portion of this system is also part of the Catamount.
- **Rochester Area Sports Trails Alliance (RASTA):** The Rochester Area Sports Trails Alliance advocates for sustainable multi-use trails in the vicinity of Rochester, Vermont. RASTA actively works to protect and maintain mountain biking trails and backcountry skiing opportunities.
- **Student Conservation Association (SCA):** The Student Conservation Association has conducted Trail Assessment and Condition Surveys (TRACS) to determine trail conditions on the GMNF, has provided Wilderness Rangers who monitor Wilderness conditions including trails, and is a partner with the University of Vermont (UVM) Land Stewardship Program (LANDS).
- **Swedish Ski Club:** The Swedish Ski Club maintains approximately 6 miles of cross-country ski trails in the Winhall area.
- **University of Vermont (UVM):** The UVM Extension Service facilitated the Vermont Trail Collaborative process and the UVM LANDS program has conducted non-native invasive plant inventories at trailheads, along trails and in Wilderness areas.
- **Vermont Association of Snow Travelers (VAST):** The VAST, together with local clubs, maintains Vermont's snowmobile trail network, including over 450 miles on the GMNF.
- **Vermont Mountain Bike Association (VMBA):** The VMBA promotes sustainable and responsible mountain bike riding. The Forest Service has been working with VMBA to expand mountain biking opportunities and to reduce deferred maintenance on trail systems that did not have partner support.
- **Vermont Trail Trotters (VTT):** The VTT works to provide sustainable equestrian opportunities on the GMNF.
- **Vermont Youth Conservation Corps (VYCC):** The VYCC is a statewide, non-profit conservation and education organization with the mission of teaching individuals to take personal responsibility for their actions. The VYCC crews complete priority conservation, agriculture, and watershed improvement projects in cooperation with recreation, trails, and natural resource Forest Service employees.

Appendix 3: USDA Forest Service Trail Management Direction

The USDA Forest Service trail management direction is provided at multiple levels including: Forest Service Manuals (FSM), Forest Service Handbooks (FSH), and Land Management Plans. National direction is summarized in the training document, *Trail Fundamentals and Trail Management Objectives* (May 2011). The complete document can be downloaded at:

http://www.fs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb5341754.pdf

The following section provides an overview of National Trail Management direction:

Trail Fundamentals

Five “Trail Fundamentals” are identified for each National Forest System Trail. Trail fundamental direction is provided in FSM 2353.13.

1. Trail Type – Terra, Water or Snow Trails
2. Trail Class (TC) – TC1 (minimally developed) through TC5 (fully developed)
3. Managed Use – All uses managed on a specific trail - a trail may be managed for multiple uses
4. Designed Use – Use for which a trail is designed and/or maintained; a trail can only have one Designed Use
5. Design Parameters – Technical guidelines for the survey, design, construction, and maintenance of a trail based on its Designed Use and Trail Class

Trail Fundamentals provide an integrated means to communicate intended design and management guidelines for trail design, construction, maintenance, and use. A trail’s Designed Use and Trail Class dictates Design Parameters which define trail characteristics for survey, design, construction, and maintenance. If a trail does not conform to its identified Design Parameters, it may not be sustainable for its intended use and should be reviewed for maintenance or relocation needs, or a change in Designed Use or Trail Class. Design parameters are available at the following link by clicking the “Trail Fundamentals” link:

<http://fsweb.wo.fs.fed.us/rhwr/ibsc/tr-cost.shtml>

Trail Management Objectives (TMO)

Trail Management Objectives are documentation of the intended purpose and management of a National Forest System trail based on management direction. When the five Trail Fundamentals are defined for an existing or proposed trail, they are recorded in the Forest Service trail database and summarized as a TMO. Each trail is to be managed for the TMO identified for that trail, including Designed Use, Managed Use, Trail Class, Design Parameters, maintenance frequencies, etc. Additional information on TMOs can be found in the *Trail Fundamentals and Trail Management Objectives* document and in FSM 2353.12. The GMNF is in the process of updating TMOs for all Forest trails and database updates are ongoing.

National Quality Standards for Trails

National Quality Standards are national criteria that establish the level of quality in terms of health and cleanliness, resource setting, safety and security, responsiveness, and condition of facilities for National Forest System trails. Certain National Quality Standards are identified as “Critical Standards”. If Critical Standards cannot be met, action should be taken as soon as practicable to correct or mitigate the problem, and the trail should be temporarily closed until the problem is resolved. National Quality Trail Standards are available at:

<http://fsweb.wo.fs.fed.us/rhwr/ibsc/tr-standards.shtml>

Critical National Quality Standards for Trails assure that:

- Hazards do not exist on or along the trail
- Effects from trail use do not conflict with environmental laws
- Accessible trails meet current agency policy and accessibility guidelines

Additional National Quality Standards state that:

- The trail and trailside are free of human waste, litter, or graffiti
- The trail, use of the trail, and trail maintenance do not cause unacceptable damage to other resources
- Information is posted in a clear and professional manner
- The trail and its structures are serviceable and in good repair throughout their designed service life
- Trails that are in disrepair due to lack of maintenance should be repaired, rehabilitated, replaced, or decommissioned, as appropriate
- New, altered, or expanded trails meet Forest Service design standards and are consistent with Forest Plan direction

These additional National Quality Standards are condensed or paraphrased for the purposes of this document. The complete text is available in *Trail Fundamentals and Trail Management Objectives*, or FSH 2353.15.

For a trail to be considered “managed to standard” all critical standards and at least 80% of additional standards must be met. If these conditions cannot be met, the trail should be reviewed for needed corrections or potential decommissioning.

Other Design Considerations

In addition to national trail management direction, other design considerations discussed in Trail Strategy collaborative meetings are to:

- Locate and maintain trails for sustainability
- Focus on a quality trail experience over quantity of miles
- Provide loop opportunities from well-maintained trailheads
- Provide long distance (multi-day) trail opportunities
- Design trail systems to support existing developed recreation facilities

Appendix 4: Recent and Ongoing Trail Projects by District

Manchester Ranger District: Recent Trail Project Accomplishments

South of Vermont Route 103 to U.S. Highway 11

- Little Rock Pond Shelter replacement and new tent platforms construction
- Old Job Bridge construction
- Big Branch River suspension bridge construction
- Cemetery Run trail bridge construction
- Ten Kiln Brook trail bridge construction
- Mad Tom Brook trail bridge and culvert replacement, and trail repairs
- Rootbeer Ridge ski trail maintenance
- Peru Peak Shelter and picnic table repairs, trail repairs completed on Peru Peak ridge
- Homerstone Meadows trail repairs, rock removal and culvert installation
- Beaver Meadows waterbar and culvert installations, and ditch cleaning
- Catamount Trail/Utley Brook Trail bridge construction

U.S. Highway 11 to Vermont Route 9

- Mount Tabor Winter Trailhead and Snowmobile Trail relocation
- C-100 snowmobile trail re-route in the Town of Dover
- Corridor 100 snowmobile trail repairs
- McIntyre Trail bridge replacement and trail repairs
- Branch Pond Trail puncheon and drainage construction work
- Castle Brook Road stile replacement, waterbar installation, rock removal and culvert cleaning
- Castle Brook snowmobile trail repairs
- Grout Pond Trail repairs and bridge replacement
- Wardsboro Link Trail bridges construction
- Stratton Fire Tower construction and trail repairs on the Long Trail/Appalachian Trail
- South Mountain snowmobile trail widening, tree removal, and waterbar installation
- Spruce Peak Shelter Trail step construction
- Pine Valley horse and snowmobile trailhead invasive plant control
- Corridor 7 (north of the Kelly Stand Road) new bridge construction, trail de-brushing, culvert and erosion control work
- Corridor 7 snowmobile trail bridge construction over the Winhall River
- Corridor 7 snowmobile trail repairs
- Corridor 7/Redfield Brook temporary skidder bridge installation
- Rake Branch bridge replacement
- Catamount Trail large culvert installation in the French Hollow area
- Hapgood Pond Nature Trail bridge construction

South of Vermont Route 9 to the Vermont/Massachusetts border

- Congdon Shelter accessible privy construction
- Seth Warner Shelter privy relocation
- Corridor 9 snowmobile trail repairs

Manchester Ranger District: Current Trail Projects

South of Vermont Route 103 to U.S. Highway 11

- Corridor 7 snowmobile trail repair along Lake Brook between Griffith Lake and Forest Road 30 including major trail tread reconstruction, culvert installation and drainage improvement
- North Brookwood Trail/Catamount Trail bridge construction, drainage maintenance, brushing
- Greendale area trail repairs and bridge ramp construction
- Catamount Trail/Utley Brook bridge construction
- Catamount Trail/Cemetery Run culvert construction

U.S. Highway 11 to Vermont Route 9

- Corridor 7/Redfield Brook bridge installation
- Snow Valley Corridor 7 Relocation Project
- Deerfield Ridge Trail managed use designation
- Grout Pond Trail repairs and bridge replacement
- Catamount Trail/Golden Spike culvert and drainage maintenance, and trail brushing

South of Vermont Route 9 to the Vermont/Massachusetts border

- Analysis of trails and opportunities in the South of Route 9 Integrated Resource Project

Rochester and Middlebury Ranger Districts: Recent Trail Project Accomplishments

South of Vermont Route 73

- North Pond Trail bridge replacements (4) and tread repairs
- Hayes Brook Trail relocations and tread improvements
- Snowmobile Outfitter Guide Special Use Permit
- Trail-side Vistas maintenance
- Canty Trail relocation
- Chittenden Brook Trail repairs and minor bridge replacement
- Bloodroot Trail bridge repairs/redecking
- Lefferts Pond Trail relocation and tread repairs
- Puss N Kill Trail bridge installation and tread repairs
- Mountain bike access on Caryl Brook Trail
- Canty Trail tread repairs
- Puss N Kill Extension tread repairs: Catamount Trail
- Puss N Kill Trail bridge replacements (2) and tread repairs
- Thundering Falls boardwalk, trail relocation, and observation deck construction
- Appalachian Trail tread repairs north of Sherburne Pass

- Blue Ridge Trail tread repairs and bridge installation
- Ash Hill Trail tread repairs and culvert installation
- Pelkey Path Trail tread repairs
- California Lot Trail tread repairs and culvert installation

North of Vermont Route 73: Long Trail West

- Ridge Trail bridge construction, culvert installations and tread repairs
- Alphonse Quesnel Trail culvert installations, trail widening, and tread repair
- Trail-side Vistas Maintenance
- Catamount Trail relocations and tread improvements (Steam Mill Bypass, Romance Run, Spruce Lodge)
- Catamount Trail Bridges repairs
- Minnie Baker Trail Connector
- Mountain bike access on Chandler Ridge, Oak Ridge and Mt Moosalamoo Trails
- Leicester Hollow Trail relocation and bridges (7) removal
- Abbey Pond Trail repairs and relocations
- Robert Frost Trail bridge replacement and tread repairs
- Wilkinson Trail bridge replacement and tread repairs
- Widow's Clearing Trail bridge replacement and tread repairs
- Rattlesnake Cliffs Trail bridge replacement
- Minnie Baker Trail bridge replacement, tread repairs and trail relocation
- Water Tower Trail System culvert replacements and tread repairs
- Texas Gap Trail bridge replacement, culvert installations, and tread repairs
- North Branch Trail repairs
- Burnt Hill Trail repairs
- Cooley Glen Trail repairs
- Silver Lake Loop Trail tread repairs
- Horseshoe Trail bridge replacement
- Sucker Brook Trail bridge construction and tread repairs
- Oak Ridge Trail tread repairs
- Spruce Lodge bridge replacement

North of Vermont Route 73: East of Long Trail

- Warren Falls accessible trail
- Baker Brook Trail decommission
- Rice Tract Trail decommission
- Blueberry Lake Trail additions
- Texas Falls Observation Site trail bridge replacement and tread repairs
- Hancock Branch Trail decommission
- Pine Brook Trail ford construction/bridge removal and tread repairs
- Perry Basin Trail tread repairs and bridge replacement
- Lincoln Gap Trail relocation: Catamount Trail
- Clark Brook Trail bridge removal
- Bowl Mill Trail relocation

Rochester and Middlebury Ranger Districts: Current Trail Projects

South of Vermont Route 73

- Killington Bike Trail additions
- Caryl Brook bridge repairs
- Chittenden Brook Trail repairs, culvert removal and major bridge replacement
- Contest Trail tread repairs and puncheon replacement

North of Vermont Route 73, Long Trail West

- Keewaydin Trail assessment
- Spruce Lodge bridge installation: Catamount Trail
- Bridges Trail beaver dam deconstruction: Catamount Trail
- Oak Ridge Trail stone pavers project

North of Vermont Route 73, East of Long Trail

- Blueberry Lake Phase IIb trail construction
- Boyden Brook Trail relocation
- Tunnel Brook Trail relocation
- Rochester Ranger District Office Trails

Appendix 5: Recommendations for Future Trail Management Actions: Maps

Manchester Ranger District: Section 1, Vermont Route 103 to Vermont Route 11

Manchester Ranger District: Section 2, Vermont Route 11 to Vermont Route 9

Manchester Ranger District: Section 3, South of Vermont Route 9 to the Vermont/Massachusetts border

Rochester & Middlebury Ranger Districts: Section 1, South of Vermont Route 73

Rochester & Middlebury Ranger Districts: Section 1, S. of Vermont Route 73, Appalachian Trail Corridor

Rochester & Middlebury Ranger Districts: Section 2, North of Vermont Route 73/Long Trail West

Rochester & Middlebury Ranger Districts: Section 3, North of Vermont Route 73/East of Long Trail