

# Final Wild and Scenic River Eligibility Report for Kremmling and Glenwood Springs Field Offices, Colorado Errata Sheet (Change) No. 1

The *Final Wild and Scenic River Eligibility Report* for the Bureau of Land Management's Kremmling and Glenwood Springs field offices was completed in March 2007. The report documents the WSR authorities, study process, and subsequent findings of the eligibility analysis. After the Report was published, inconsistencies were identified, which need to be clarified. This document provides that clarification, in the form of errata discussions. The entire Eligibility Report is on the Kremmling Field Office website at:  
[http://www.blm.gov/rmp/co/kfo-gsfo/documents/FinalEligibilityReport\\_Mar2007.pdf](http://www.blm.gov/rmp/co/kfo-gsfo/documents/FinalEligibilityReport_Mar2007.pdf)

## **Background:**

The Wild and Scenic Rivers Act (Public Law 90-542) directs federal agencies to consider potential wild and scenic rivers during their planning processes. In the BLM's case, the Wild and Scenic Rivers (W&SR) eligibility studies analyze river and stream segments on BLM-administered public lands that might be eligible for inclusion in the National Wild and Scenic Rivers System (NWSRS). Eligibility determinations are not made on portions of rivers or streams on State or private lands. None of the public lands administered by the Kremmling Field Office and few of the public lands administered by the Glenwood Springs Field Office have been considered previously for W&SR eligibility in a resource management plan-level planning process. The Eligibility Report was prepared as part of revising the Kremmling and Glenwood Springs resource management plans (RMPs).

Geographic Information System (GIS) data compiled by the U.S. Geological Survey was used to generate a table of all the perennial stream segments with BLM-administered land adjacent to one or both banks of a river or stream. The GIS data was supplemented by information from publications, from other agencies, and from the public. Based on this information, BLM specialists formed an interdisciplinary team that worked with a contractor to identify the free-flowing nature and potential outstandingly remarkable values of those segments, which were then evaluated further for eligibility. The eligible segments are discussed in the Eligibility Report prepared by the contractor.

The Kremmling and Glenwood Springs field office's *Final Wild and Scenic Rivers Eligibility Report* will be used during the WSR suitability study as part of the Resource Management Plan revisions for both field offices, to determine the suitability of eligible segments for inclusion in the NWSRS. The changes described below have no effect on current management.

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**Change #1:****Pages 3-15 through 3-17: Kremmling Field Office Eligible Segments, Blue River Segment 1**

Blue River Segment 1 is not an eligible segment under the BLM's Wild and Scenic River analysis process, and has been dropped from further consideration.

This segment was carried through the evaluation process, and was preliminarily classified as 'Wild,' based on scenic, recreational (fishing and floatboating), geological, and wildlife outstandingly remarkable values (ORVs). After the final report was published, it was determined that the GIS data on which the analysis was based was incorrect with regard to the agency that administers the land in Segment 1. That segment is in the White River National Forest, and is not administered by the BLM. Segment 1 will not be considered further in the Kremmling RMP revision process as part of the WSR suitability analysis.

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**Change #2:****Page 3-18: Kremmling Field Office Eligible Segments, Blue River Segment 2**

In the final eligibility report, the recreational (fishing) outstandingly remarkable value (ORV) for Segment 2 reads:

*"The recreational fishing ORV is the same as that described for Segment 1."*

The recreational (fishing) ORV for Segment 2 should read:

*There are fishing opportunities on the entire reach of the Blue River from Green Mountain Reservoir to the confluence with the Colorado River. This reach is designated as Gold Medal water by Colorado's Wildlife Commission to provide outstanding angling opportunities for large trout in the highest quality cold water habitat. Fishing access in this segment is predominantly by floatboating.*

In the final eligibility report, the wildlife ORV for Segment 2 reads:

*"The wildlife ORV is the same as that described for Segment 1."*

The wildlife ORV for Segment 2 should read:

*Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagle (*Haliaeetus leucocephalus*), as well as habitat for river otter (*Lutra canadensis*). Both species have been documented in this section annually. Bald eagles were formerly listed as a threatened species, but were federally delisted on June 28, 2007. Bald eagles remain a highly protected and revered species in the United States. Both the bald eagle and the river otter are Colorado-listed threatened species.*

This segment was evaluated and was preliminarily classified as 'Recreational,' based on the presence of a road along this segment. The description of the ORVs was abbreviated by

referencing the recreational (fishing) and wildlife ORVs discussions of Segment 1, instead of repeating the text in its entirety. This short-cut created confusion, and led to the conclusion that Segment 2 was not eligible because Segment 1 was not eligible. Jurisdiction is the reason Segment 1 is not eligible; the ORVs are present in Segment 2. Segment 2 stands on its own, and remains eligible for further consideration in the planning process.

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### **Change #3:**

#### Page 3-20: Kremmling Field Office Eligible Segments, Blue River Segment 3

In the final eligibility report, the recreational (fishing) outstandingly remarkable value (ORV) for Segment 3 reads:

*“The recreational fishing ORV is similar to that described for Segment 1, except that fishing access in this segment is available by floatboating and via pedestrian access to the upper section of this segment.”*

The recreational (fishing) ORV for Segment 3 should read:

*There are fishing opportunities on the entire reach of the Blue River from Green Mountain Reservoir to the confluence with the Colorado River. This reach is designated as Gold Medal waters by Colorado’s Wildlife Commission to provide outstanding angling opportunities for large trout in the highest quality cold water habitat. Fishing access in this segment is available by floatboating and by pedestrian access to the upper section of this segment.*

In the final eligibility report, the recreational (floatboating) ORV for Segment 3 reads:

*“The recreational (floatboating) ORV is the same as that described for Segment 2.”*

The recreational (floatboating) ORV for Segment 3 should read:

*This segment presents a unique floatboating opportunity within an hour’s drive of a major metropolitan area larger than one million people (Denver). Public access to BLM-administered lands is only by kayaking or floatboating when water is at sufficient levels from upstream of the segment. The portion downstream of the Spring Creek Road bridge is a meandering river through an open valley.*

In the final eligibility report, the wildlife ORV for Segment 3 reads:

*“The wildlife ORV is the same as that described for Segment 1.”*

The wildlife ORV for Segment 3 should read:

*Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagle (*Haliaeetus leucocephalus*), as well as habitat for river otter (*Lutra canadensis*). Both species have been documented in this section annually. Bald eagles were formerly listed as a threatened species, but were federally delisted on June 28, 2007. Bald eagles remain a highly protected and revered species in the United States. Both the bald eagle and the river otter are Colorado-listed threatened species.*

In the final eligibility report, the description of outstandingly remarkable values for Segment 3 includes biodiversity. A mistake was made in preparing the report, which placed Segment 3 in an area identified by the Colorado Natural Heritage Program as having moderate biodiversity significance. The stretch of the Blue River identified as having moderate biodiversity significance is private land, which was not evaluated for eligibility. Thus, the statement about Segment 3 having a biodiversity ORV should be ignored.

Segment 3 was evaluated and was preliminarily classified as ‘Recreational,’ based on a road within one-quarter mile of the river and the presence of a rock weir. As with Segment 2, the description of the ORVs was abbreviated by referencing the recreational (fishing) and wildlife ORVs discussions of Segment 1, and the recreational (floatboating) ORV discussion of Segment 2, instead of repeating the text in its entirety. This short-cut created confusion, and led to the conclusion that Segment 3 was not eligible because Segment 1 was not eligible. Jurisdiction is the reason Segment 1 is not eligible; the ORVs (except for biodiversity) are present in Segment 3. Segment 3 stands on its own, and remains eligible for further consideration in the planning process.

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#### **Change #4:**

##### Page 3-22 and 3-23: Kremmling Field Office Eligible Segments, Colorado River Segment 1.

In the final eligibility report, the wildlife outstandingly remarkable value (ORV) for Segment 1 reads:

*“Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagle and as habitat for river otter. Both species have been observed in this section annually. Bald eagle is federally listed as a threatened species under the Endangered Species Act of 1973. River otter is a Colorado-listed threatened species.”*

For Segment 1, the wildlife ORV should read:

*Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagles and as habitat for river otters. Both species have been documented in this section annually. Bald eagles were formerly listed as a threatened species, but were federally delisted on June 28, 2007. Bald eagles remain a highly protected and revered species in the United States. Both the bald eagle and the river otter are Colorado-listed threatened species.*

The discussion of Early Hydroelectric Projects under the Historic ORV heading is misplaced. It applies to Segment 4 of the Colorado River, not Segment 1.

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## Change # 5:

### Page 3-26: Kremmling Field Office Eligible Segments, Colorado River Segment 2.

In the final eligibility report, the wildlife ORV for Segment 2 reads:

*“The wildlife ORV is the same as that described for Segment 1.”*

For Segment 2, the wildlife ORV should read:

*Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagles and as habitat for river otters. Both species have been documented in this section annually. Bald eagles were formerly listed as a threatened species, but were federally delisted on June 28, 2007. Bald eagles remain a highly protected and revered species in the United States. Both the bald eagle and the river otter are Colorado-listed threatened species.*

In the final eligibility report, the historic ORV for Segment 2 reads:

*“The historic ORV is the same as that described for Segment 1.”*

For Segment 2, the historic ORV should read:

**Historic Moffat Road**—*This road was begun in 1903 by David Moffat to connect Denver, Colorado with northwest Colorado and Salt Lake City, Utah. The Denver Northwestern and Pacific Railroad crossed the Continental Divide at Rollins Pass and reached Middle Park in 1905. For lack of funding, the railroad was stopped at Hot Sulphur Springs. Moffat was successful in raising fresh capital from New York, and the line was extended through Gore Canyon and the coal fields in the Yampa Valley. By 1907, the railroad reached Steamboat Springs, Colorado, which became the terminus, again because of a lack of funding. David Moffat died penniless in 1911. The railroad follows the same route today, providing service for freight and passengers. Access trails, tunnels, and historic towns are continuing evidence of the construction of the railroad and its importance to the early development of northwest Colorado.*

**The Good Roads Movement, Midland Route, and Victory Highway**—*With humble beginnings as game and Indian trails, and later followed by mountain men, trappers, and traders, these early trails became the major travel corridors by the 1880s to connect ranches in Middle Park with the outside world. From 1910 to 1920, transcontinental automobile routes were being proposed to connect existing roads with new construction to connect the US from east to west coasts. One such route, the Midland Route, was created by the mid-1910s to connect Denver to Kremmling via Berthoud Pass. Following World War I, the Midland Route became known as part of the “Victory Highway.” By 1938, the old routes were rebuilt and are now US Highway 40.*

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## Change # 6

### Page 3-28: Kremmling Field Office Eligible Segments, Colorado River Segment 3.

In the final eligibility report, the wildlife ORV for Segment 3 reads:

*“The wildlife ORV is the same as that described for Segment 1.”*

For Segment 3, the wildlife ORV should read:

*Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagle and as habitat for river otter. Both species have been documented in this section annually. Bald eagles were formerly listed as a threatened species, but were federally delisted on June 28, 2007. Bald eagles remain a highly protected and revered species in the United States. Both the bald eagle and the river otter are Colorado-listed threatened species.*

In the final eligibility report, the historic ORV for Segment 3 reads:

*“The historic ORV is the same as that described for Segment 1.”*

For Segment 3, the historic ORV should read:

**Historic Moffat Road**—*This road was begun in 1903 by David Moffat to connect Denver, Colorado with northwest Colorado and Salt Lake City, Utah. The Denver Northwestern and Pacific Railroad crossed the Continental Divide at Rollins Pass and reached Middle Park in 1905. For lack of funding, the railroad was stopped at Hot Sulphur Springs. Moffat was successful in raising fresh capital from New York, and the line was extended through Gore Canyon and the coal fields in the Yampa Valley. By 1907, the railroad reached Steamboat Springs, Colorado, which became the terminus, again because of a lack of funding. David Moffat died penniless in 1911. The railroad follows the same route today, providing service for freight and passengers. Access trails, tunnels, and historic towns are continuing evidence of the construction of the railroad and its importance to the early development of northwest Colorado.*

**The Good Roads Movement, Midland Route, and Victory Highway**—*With humble beginnings as game and Indian trails, and later followed by mountain men, trappers, and traders, these early trails became the major travel corridors by the 1880s to connect ranches in Middle Park with the outside world. From 1910 to 1920, transcontinental automobile routes were being proposed to connect existing roads with new construction to connect the US from east to west coasts. One such route, the Midland Route, was created by the mid-1910s to connect Denver to Kremmling via Berthoud Pass. Following World War I, the Midland Route became known as part of the “Victory Highway.” By 1938, the old routes were rebuilt and are now US Highway 40.*

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## Change # 7

### Page 3-31: Kremmling Field Office Eligible Segments, Colorado River Segment 4.

In the final eligibility report, the Recreational (Scenic driving and other recreation) ORV for Segment 4 reads:

*“The scenic driving and other recreation values in this section are the same as described for the Colorado River Segment 2.”*

For Segment 4, the Recreational (Scenic driving and other recreation) ORV should read:

*“A National Scenic Byway designated in 2005 parallels the river in this segment, providing scenic driving opportunities. Recreation in this corridor attracts visitors both within and beyond the region. Adjacent destination tourism markets (Winter Park and Summit County) provide visitors with various opportunities, such as fishing and camping.”*

In the final eligibility report, the wildlife ORV for Segment 4 reads:

*“The wildlife ORV is the same as that described for Segment 1.”*

For Segment 4, the wildlife ORV should read:

*Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagle and as habitat for river otter. Both species have been documented in this section annually. Bald eagles were formerly listed as a threatened species, but were federally delisted on June 28, 2007. Bald eagles remain a highly protected and revered species in the United States. Both the bald eagle and the river otter are Colorado-listed threatened species.*

In the final eligibility report, the historic ORV for Segment 4 reads:

*“**Historic Moffat Road** -- This ORV is the same as that described for Segment 1.”*

and,

*“**Early Hydroelectric Projects** -- This ORV is the same as that described for Segment 1.”*

For Segment 4, the historic ORV should read:

***Historic Moffat Road**—This road was begun in 1903 by David Moffat to connect Denver, Colorado with northwest Colorado and Salt Lake City, Utah. The Denver Northwestern and Pacific Railroad crossed the Continental Divide at Rollins Pass and reached Middle Park in 1905. For lack of funding, the railroad was stopped at Hot Sulphur Springs. Moffat was successful in raising fresh capital from New York, and the line was extended through Gore Canyon and the coal fields in the Yampa Valley. By 1907, the railroad reached Steamboat Springs, Colorado, which became the terminus, again because of a lack of funding. David Moffat died penniless in 1911. The railroad follows the same route today, providing service for freight and passengers. Access trails, tunnels, and historic towns are continuing evidence of the construction of the railroad and its importance to the early development of northwest Colorado.*

***Early Hydroelectric Projects**—In 1902, a Denver-based company was incorporated as the Hydroelectric Power Company, which proposed a dam, diversion, and power plant for Gore*

*Canyon. The company's stated intent was to market electricity locally and to Leadville, Colorado, and Denver. However, it was suspected by many that the real intent was to block David Moffat's railroad from passing through Gore Canyon or to extort money for a right-of-way. Other water storage and power generation locations were at Windy Gap, Potato Hill, and Byers Canyon. All were located across the route Byers would propose for the railroad.*

*A new power company, New Century Power and Light, purchased Hydroelectric Power Company and filed for a reservoir site in 1903. Behind this company was Edward Harriman, owner of the Union Pacific Railroad and a competitor of David Moffat. Legal injunctions were filed by both parties to restrain the other from further survey and engineering. A decision was eventually reached allowing New Century Power and Light a pipeline and diversion, but no dam. The pipeline was later changed to a tunnel. This decision was supported by the U.S. Department of the Interior, Bureau of Reclamation, as needed for water storage for irrigation in Arizona and California. President Theodore Roosevelt eventually became involved, taking steps to redress the U.S. Department of the Interior, Bureau of Reclamation, for partisan support of New Century and Power (Union Pacific Railroad), and intervening in support of Moffat's Railroad. The proposed reservoir and tunnel became known as the Hartman Reservoir and Tunnel, filed by the East Argentine Tunnel, Mining, Milling, Power, and Transportation Company. Additional plans called for a boarding and power house. A construction trail was built into the Colorado River Canyon between Pumphouse and Radium, and a tunnel bore was started, but never finished. Today the trail and tunnel are known by the name Argentine Trail and Tunnel. The trail can be observed and hiked along the canyon wall, and the tunnel is located adjacent the Colorado River.*

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## **Change # 8**

Pages 3-35 and 3-36: Kremmling Field Office Eligible Segments, Colorado River Segment 5.

In the final eligibility report, the Recreational (Fishing) ORV for Segment 5 reads:

*"The recreational (fishing) ORV is the same as that described for Segment 4."*

For Segment 5, the Recreational (Fishing) ORV should read:

*The river from the upper end of Gore Canyon to the Town of State Bridge is managed by the Colorado DOW as Wild Trout Waters. Such streams are selected to produce wild trout and are therefore not stocked with hatchery fish, giving anglers an opportunity to catch wild trout. People travel long distances to fish this area of the Colorado River.*

In the final eligibility report, the Recreational (Scenic driving and other recreation) ORV for Segment 5 reads:

*"The scenic driving and other recreation values in this section are the same as described for the Colorado River Segment 2."*

For Segment 5, the Recreational (Scenic driving and other recreation) ORV should read:  
*A National Scenic Byway designated in 2005 parallels the river in this segment, providing scenic driving opportunities. Recreation in this corridor attracts visitors both within and beyond the region. Adjacent destination tourism markets (Winter Park and Summit County) provide visitors with various opportunities such as fishing and camping.*

In the final eligibility report, the wildlife ORV for Segment 5 reads:  
*“The wildlife ORV is the same as that described for Segment 1.”*

For Segment 5, the wildlife ORV should read:  
*Data provided by the Colorado DOW (updated in 2003) identifies this segment as important nesting and winter habitat for bald eagles and as habitat for river otters. Both species have been documented in this section annually. Bald eagles were formerly listed as a threatened species, but were federally delisted on June 28, 2007. Bald eagles remain a highly protected and revered species in the United States. Both the bald eagle and the river otter are Colorado-listed threatened species.*

In the final eligibility report, sections of the Historic ORV for Segment 5 read:  
**“Early Hydroelectric Projects** – This value is the same as that described for Segment 1.”  
and  
**“Historic Moffat Road** – This ORV is the same as that describe for Segment 1.”

For Segment 5, the historic ORV sections described immediately above should read:

***Early Hydroelectric Projects**—In 1902, a Denver-based company was incorporated as the Hydroelectric Power Company, which proposed a dam, diversion, and power plant for Gore Canyon. The company’s stated intent was to market electricity locally and to Leadville, Colorado, and Denver. However, it was suspected by many that the real intent was to block David Moffat’s railroad from passing through Gore Canyon or to extort money for a right-of-way. Other water storage and power generation locations were at Windy Gap, Potato Hill, and Byers Canyon. All were located across the route Byers would propose for the railroad.*

*A new power company, New Century Power and Light, purchased Hydroelectric Power Company and filed for a reservoir site in 1903. Behind this company was Edward Harriman, owner of the Union Pacific Railroad and a competitor of David Moffat. Legal injunctions were filed by both parties to restrain the other from further survey and engineering. A decision was eventually reached allowing New Century Power and Light a pipeline and diversion, but no dam. The pipeline was later changed to a tunnel. This decision was supported by the U.S. Department of the Interior, Bureau of Reclamation, as needed for water storage for irrigation in Arizona and California. President Theodore Roosevelt eventually became involved, taking steps to redress the U.S. Department of the Interior, Bureau of Reclamation, for partisan support of New Century and Power (Union Pacific Railroad), and intervening in support of Moffat’s Railroad. The proposed reservoir and tunnel became known as the Hartman Reservoir and Tunnel, filed by the East Argentine Tunnel, Mining, Milling, Power, and Transportation Company. Additional plans called for a boarding and power house. A construction trail was built into the Colorado River Canyon between Pumphouse and Radium, and a tunnel bore was started, but never finished. Today the trail and tunnel are known by the name Argentine Trail and Tunnel. The trail can be*

*observed and hiked along the canyon wall, and the tunnel is located adjacent the Colorado River.”*

**and**

***Historic Moffat Road**—This road was begun in 1903 by David Moffat to connect Denver, Colorado with northwest Colorado and Salt Lake City, Utah. The Denver Northwestern and Pacific Railroad crossed the Continental Divide at Rollins Pass and reached Middle Park in 1905. For lack of funding, the railroad was stopped at Hot Sulphur Springs. Moffat was successful in raising fresh capital from New York, and the line was extended through Gore Canyon and the coal fields in the Yampa Valley. By 1907, the railroad reached Steamboat Springs, Colorado, which became the terminus, again because of a lack of funding. David Moffat died penniless in 1911. The railroad follows the same route today, providing service for freight and passengers. Access trails, tunnels, and historic towns are continuing evidence of the construction of the railroad and its importance to the early development of northwest Colorado.*

In the final eligibility report, the discussion of ORVs for Segment 5 includes a Cultural ORV, which reads:

*“The cultural ORV is the same as that described for Segment 4.”*

There is no cultural ORV identified for Colorado River Segment 4. The cultural ORV description in Segment 5 was erroneously included, and should be removed.

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## **Change # 9**

### Page 3-46: Kremmling Field Office Eligible Segments, Rabbit Ears Creek.

In the final eligibility report, the description of the preliminary classification reads:

*“The preliminary classification of the upper section is Recreational, and the lower section is Wild.”*

The preliminary classification for Rabbit Ears Creek should read:

*The preliminary classification of the upper and lower segments is Wild. The middle segment is scenic, based on the presence of an old irrigation ditch next to the creek and the 4-wheel drive WSA boundary road within 0.25 mile of the creek.*

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## **Change # 10**

### Page 3-52: Kremmling Field Office Eligible Segments, Troublesome Creek.

In the final eligibility report, the description of the preliminary classification reads:

*“The preliminary classification of the upper section is Recreational, and the lower section is Scenic due to the presence of the Pickering Ditch.”*

The preliminary classification for Troublesome Creek should read:  
*The preliminary classification of the upper is Wild because the section is entirely within the WSA. The lower section is Scenic due to the presence of the Pickering Ditch.*

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### **Change #11**

Page 3-60: Figure 3.3-3, Glenwood Springs Field Office Eligible Segments, Map 3

Remove/delete the box on the map for outstandingly remarkable values describing “Colorado River Segment 7:...” The box is in the wrong place and does not point to segment 7.

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### **Change #12:**

Page 3-65: Glenwood Springs Field Office Eligible Segments, Colorado River, Segment 6

Change the second heading under “Description of Outstandingly Remarkable Values” (ORVs), to identify the ORVs discussed in the section, provide clarification to the public, and maintain consistency in format with Kremmling sections.

The current heading line reads: “*Recreational (Floatboating, Scenic Driving)*” The new heading should read: *Recreational (Fishing, Floatboating, and Scenic Driving)*

Under this heading, the existing language reads: “*This entire segment was designated a Special Recreation Management Area in the Glenwood Springs RMP (BLM 1984b). The ORV’s for this segment include floatboating and scenic driving. Recreation along this corridor attracts visitors both within and beyond the region. Adjacent destination tourism markets (Vail and Aspen) provide visitors with various opportunities such as floatboating activities, such as fishing, canoeing, kayaking, and rafting.*”

The revised language should read: *This entire segment was designated a Special Recreation Management Area in the Glenwood Springs RMP (BLM 1984b). The ORVs for this segment include fishing, floatboating and scenic driving. Recreation along this corridor attracts visitors both within and beyond the region. Adjacent destination tourism markets (Vail and Aspen) and service providers offer visitors various outstanding recreation fishing and floatboating activities, which include canoeing, kayaking, and rafting. Visitors enjoy Scenic Driving along this segment for its scenic qualities and its logical addition to the Scenic Byway travel route on the upper portions (segments 2 through 5) of the Colorado River.*

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