

## boundary setback document

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Scott

Per our call today, attached setback document from R2 USFS.

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U.S. Senator Michael F. Bennet | 970-259-1710



R2-Wilderness Boundary Setbacks (2018).docx  
23.5kB

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SUBJECT: Standard Wilderness Boundary Setback Requirements for Legislation and Maps

Beginning with the Colorado Wilderness Act of 1993 standardized setback requirements for the establishment of Wilderness boundaries were adopted in consultation with Colorado Congressional Staff for use in writing Legislation and to guide the preparation of Legislative Maps and Final Maps. These standards have been use by the Rocky Mountain Region, USDA Forest Service since that time.

The purpose of setting standards was to insure consistency in preparation of legislation, mapping, and management of the said Wilderness Areas in the Rocky Mountain Region.

Wilderness boundaries are typically boundaries defined using topographic reference (calls) to map features such as mountain peaks, streams and roads, etc. These calls are used in preparation of the final Legal Description and Final Map of the said Wilderness.

The requirement for the use of "Boundary Setbacks" is to accommodate uses not consistent with Wilderness i.e. motorized roads and trails, Railroads, canals, ditches, reservoirs and defined man-made structures which need to be buffered from the Wilderness Areas.

When preparing Legislation, Draft Legislative Maps, and Final Maps using the following features the setbacks described are used.

1. Trails (motorized and non-motorized), the setback limits are:
  - 50 feet from trail center line, but no more than 100 feet total width. Typically, 50 feet either side of centerline.
  - When the trails legal right of way width is defined, then the boundary should be established at the edge of the legal right of way. For example, if a trail has a granted right of way of 30 feet, then the boundary is established 15 feet either side of the trail centerline.
2. Cherry-stemmed trails (motorized or non-motorized), the setback limit are:
  - To the edge of the legal right of way, but no more than 37.5 feet either side of the road centerline not to exceed 75 feet in total width.
3. Private roads with legal rights the setback limits are:
  - To the edge of the legal right of way, for example if a road has a right of way of 66 feet wilderness boundary established 33 feet either side of the road centerline.

4. Cherry-stemmed roads (motorized or non-motorized) for roads with legal right of way, the setback limits are:
  - To the edge of the legal right of way, but no more than 75 feet either side of the road centerline not to exceed 150 feet in total width.
  - To the point of road terminus where the boundary established by a radius point defined as a radius of no more than 75 feet resulting in circular feature of no more than 150 feet in total diameter or width.
5. Public roads such as Federal, State and/or County roads, a 300 foot set back from centerline for a total width of 600 feet is required.
  - Where Wilderness boundaries are on one side of the road the setback is 300 feet.
  - In cases where the wilderness boundary is on both sides of the road, the total width is 600 feet.
6. Railroads (i.e. Durango-Silverton), the setbacks are:
  - To the edge of the legal right of way, or a distance of 100 feet from the track centerline, but not to exceed a total width of 200 feet.
7. Streams, Creeks, Rivers or Water Bodies, the setbacks are:
  - Defined as the high water line, (defined by cadastral survey standards)
  - A body of water, i.e. reservoir, the set back is to the edge of the legal right of way, if no right of way exists then the boundary is to the water's edge, as the boundary line moves with the rising and receding water level.
8. Irrigation ditch and canals, the setbacks are:
  - To the edge of the legal right of way, otherwise 50 feet from edge of canal or irrigation ditch.
9. Certain constructed structures i.e. pump stations, pipelines, etc., the setbacks are:
  - Specifically defined per legislation, but may not to exceed 100 feet in all directions.

All setbacks from roads, trails, railroads shall always be from the centerline.

All set back values are maximums and may be less, but never more than.