Forest Service Road Decommissioning

Project Description

Six miles of existing roads would be decommissioned over three years. Road decommissioning is defined as: "Activities that result in the stabilization and restoration of unneeded roads to a more natural state." The Forest Service identifies six levels of treatments for road decommissioning:

1. Block entrance (signs, barriers, rocks, logs, etc.)
2. Block entrances, scarify, water bar installation and revegetate.
3. Block entrances, fill ditches, outslope road, install water bars, scarify and revegetation.
4. Block for specified distance, remove structures, fill ditches, outslope road, install waterbars, scarify, and revegetate.
5. Re-contour for specified distance, remove structures, fill ditches, outslope remaining road, install waterbars, scarify and revegetate.
6. Full re-contouring, remove structures, and revegetate.

Why is it needed?

This project helps to implement the White River National Forest Travel Management Plan for which an EIS was completed in March 2011. One of the purposes of this planning process was to identify what is not on the official designated travel system and to be able to restore lands back to their natural state. Many of these roads were used for decades and are eroding. They carry water and sediment and in some cases, directly impact streams.

How is it going to be accomplished?

In each of the three years identified, a contractor with heavy equipment would be hired to decommission the roads and close them to public use. Forest staff would prepare and administer the contract. Hand work would be accomplished using a 10-person youth crew as well as a one-day, 15-person volunteer project.

What are benefits to watershed health?

Road decommissioning is used to reduce chronic sediment delivery, restore hillslope hydrology, and reduce impacts to aquatic, riparian, and terrestrial ecosystems of roads crossings. Roads often develop a water-repellent soil layer caused by lack of vegetative cover and changes in soil composition. Erosion, the formation of water channels beside the road, and increased sediment loads in nearby streams are common results of this process. Roads are also known to cause habitat fragmentation for wildlife which may alter animal survival, reproductive success, and movement patterns.

Monitoring Plan/Effectiveness

The roads would be monitored each year to determine if natural regeneration is occurring in the disturbed corridor and to ensure they have remained closed to public use. If natural revegetation is not successful after two years, grass seeding will occur.

Partners: Potential partners would include Friends of the Dillon Ranger District and Rocky Mountain Youth Corps (RMYC).

Match: Annually, at least 90 hours of volunteer labor would be involved with the volunteer project. This has a value of $2076 ($23.07/hour). Of the two weeks that RMYC would provide a 10-preson youth

crew, one of those weeks would be funded by the National Forest Foundation Ski Conservation Fund ($6,800). The match amount is in addition to the funds requested.

Project Year	Road Name/Number	Miles	Contracts / Agreements Cost	Administrative Cost	Total Cost	Match
2017	Highway 6	2	$40,000	$5,000	$50,000	$8,876
2018	Miners Creek/Frisco	2	$40,000	$5,000	$50,000	$8,876
2019	Frey Gulch	2	$40,000	$5,000	$50,000	$8,876

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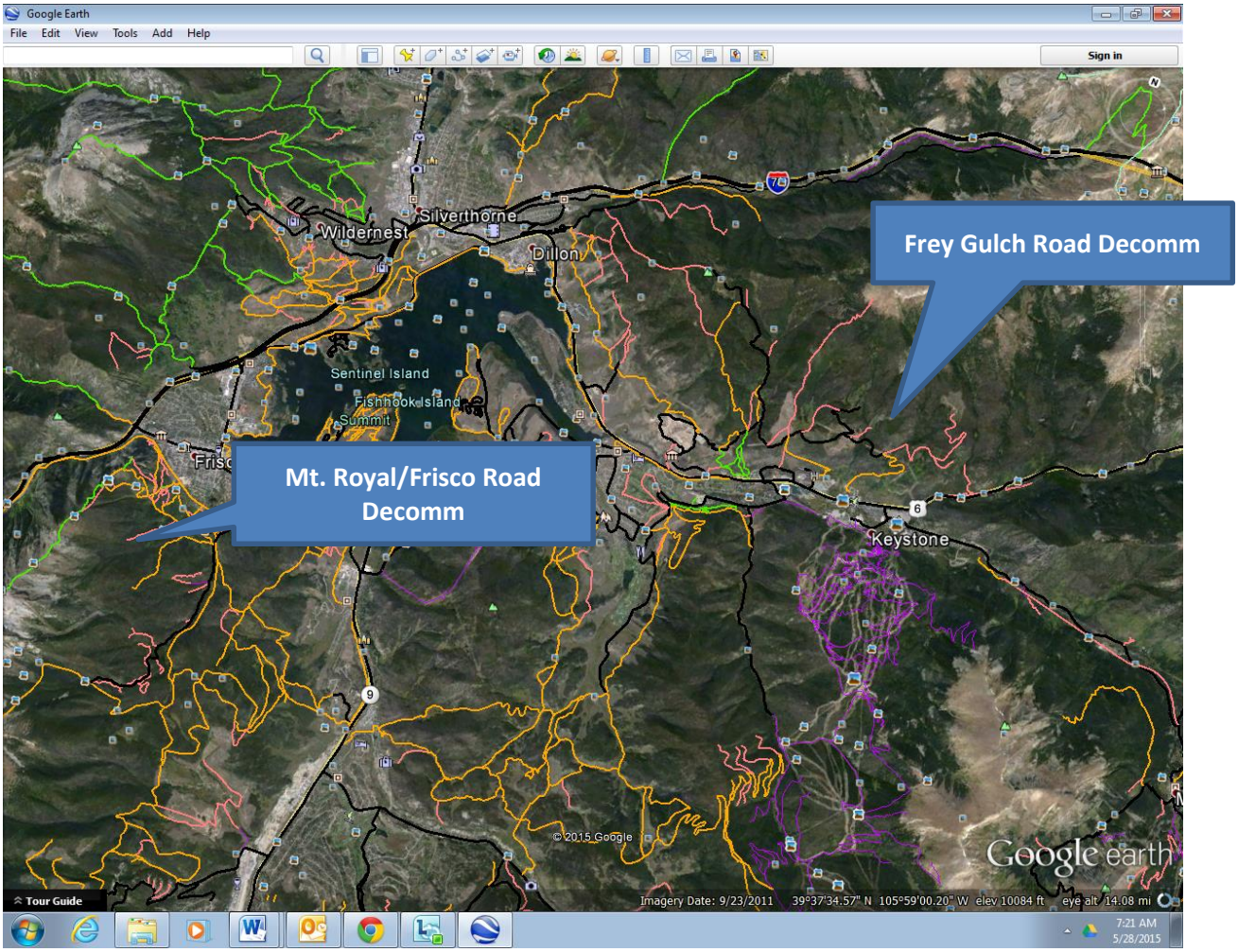


Forest Service Trail Decommissioning

Project Description

Seven miles of trail would be decommissioned over three years. Trail decommissioning is closing and restoring routes that the Forest has decided to be closed because they are unsustainable and no longer needed.

Why is it needed?

This project helps to implement the White River National Forest Travel Management Plan for which an EIS was completed in March 2011. One of the purposes of this planning process was to identify what is not on the official designated travel system and to be able to restore lands back to their natural state. Some of the reasons for trail decommissioning are:

- Closing unsustainable routes that are causing resource damage.
- Closing duplicate routes.
- Closing routes that are impacting wildlife habitat.

How is it going to be accomplished?

For each of the three years identified, a Rocky Mountain Youth Corp crew would be used to close the trails and accomplish the restoration work. Additionally, a one-day, 15-person Friends of the Dillon Ranger District (FDRD) volunteer project would be conducted. Forest staff would coordinate these projects.

What are benefits to watershed health?

Trail decommissioning can provide protection to water, stream, meadow and riparian resources. Restoration work will rehabilitate the damaged landscapes and aquatic resources to proper functioning conditions. Waterbars or check dams will be installed where needed. Compacted soil will be scarified to promote natural revegetation.

Monitoring Plan/Effectiveness

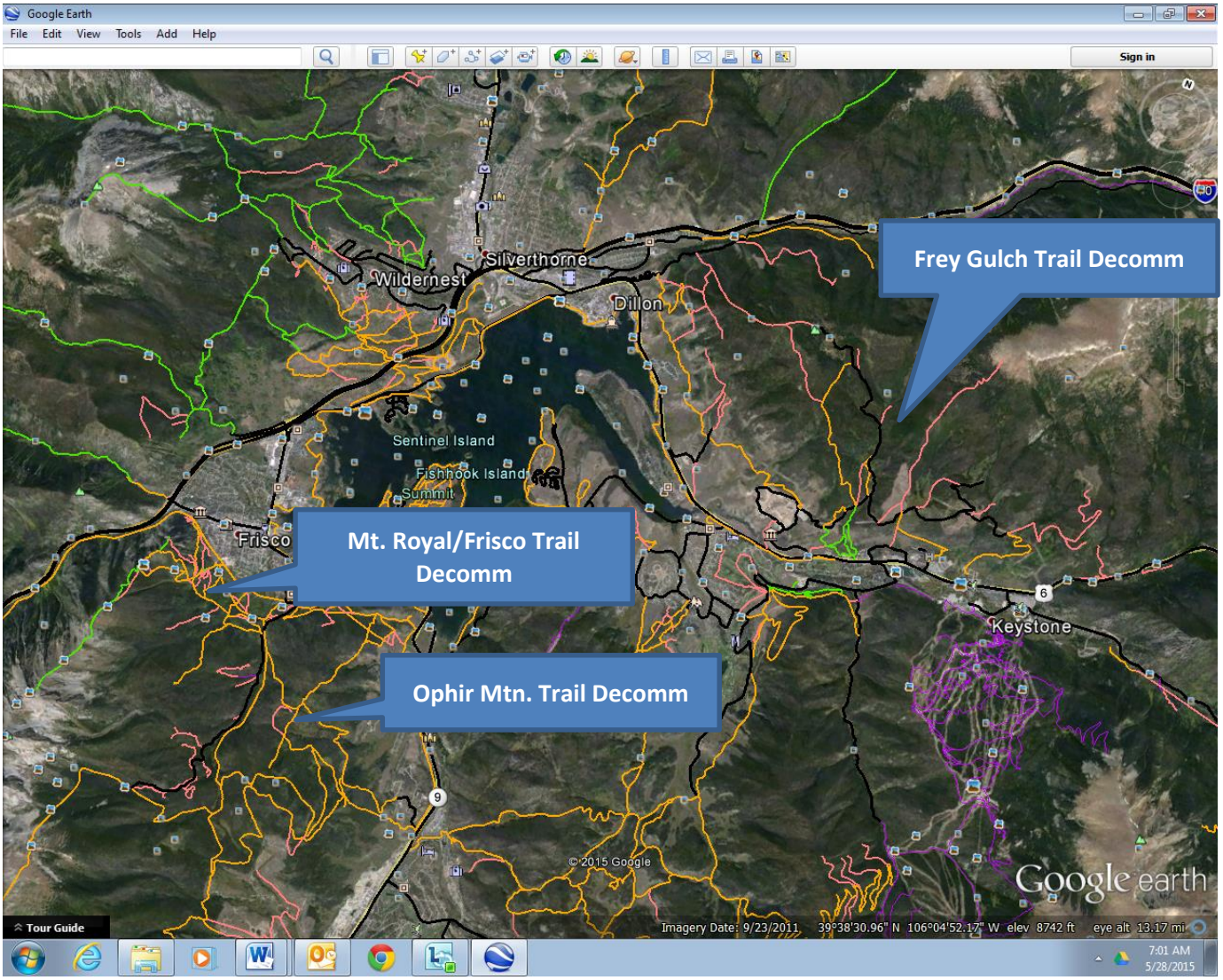
The trails would be monitored each year to determine if natural regeneration is occurring in the disturbed corridor and to ensure they have remained closed to public use. If natural revegetation is not successful after two years, grass seeding will occur.

Partners: Potential partners would include Friends of the Dillon Ranger District and Rocky Mountain Youth Corp (RMYC).

Match: Annually, at least 90 hours of volunteer labor would be involved with the volunteer project. This has a value of $2076 ($23.07/hour). Of the two weeks that RMYC would provide a 10-preson youth crew, one of those weeks would be funded by the National Forest Foundation Ski Conservation Fund ($6,800). The match amount is in addition to the funds requested.

Project Year	Trail Name System	Miles	Agreement Cost	Administrative Cost	Total Cost	Match
2016	Frey Gulch Area	2	$20,000	$5,000	$25,500	$8,876
2017	Miners Creek/Frisco	2	$20,000	$5,000	$25,000	$8,876
2018	Ophir Mtn. Trail System	2	$20,000	$5,000	$25,000	$8,876

Project: Trail Decommissioning



Forest Service Trail Drainage Improvements

Project Description

Sections of existing system trail lack proper drainage and are eroding. Drainage structures (waterbars, check dams, drain dips, turnpikes, and puncheons) are needed to deter water from running down the trail. Approximately 60 structures would be constructed over three years.

Why is it needed?

This project helps to implement the White River National Forest Travel Management Plan for which an EIS was completed in March 2011. The Forest chose to adopt several trails in three different systems. Most of these trails were not part of the Forest travel system and were not designed or maintained. For the most part, these trails are sustainable, but contain sections that need maintenance.

How is it going to be accomplished?

An existing agreement with the Friends of the Dillon Ranger District (FDRD) will be used to authorize and fund the work. Three 15-person, one-day volunteer projects will be implemented in each of the three years identified. Annually, at least one wood structure (puncheon or turnpike) and nineteen earthen structures (waterbars or check dams) would be constructed. Forest and FDRD staff would coordinate the work.

What are benefits to watershed health?

Trail decommissioning can provide protection to water, stream, meadow and riparian resources. Restoration work will rehabilitate the damaged landscapes and aquatic resources to proper functioning conditions.

Monitoring Plan/Effectiveness

The trails would be monitored each year to determine if the structures are effect. The District will be responsible for future maintenance. For example, as waterbars catch sediment, it must be removed to ensure continued success of the structure.

Partners: Potential partners are the Friends of the Dillon Ranger District and their volunteer base.

Match: Annually, at least 270 hours of volunteer labor would be involved with the volunteer project. This has a value of $6,210 ($23.07/hour).

Project Year	Trail System	# Structures	Agreement Cost	FS Administrative / Materials Cost	Total Cost	Match
2016	Salt Lick	20	$15,000	$5,000	$20,000	$6,210
2017	Mount Royal	20	$15,000	$5,000	$20,000	$6,210
2018	Horseshoe Gulch	20	$15,000	$5,000	$20,000	$6,210

Forest Service Trail Drainage Improvements