

FINAL
Tenderfoot Task Force Recommendations
June 20, 2013

In response to substantial public comment to the Draft Environmental Assessment (EA) on the proposed Tenderfoot Mountain Motorcycle Trail System, the U.S. Forest Service and Summit County jointly convened a Task Force comprised of stakeholders with interests in the trail system (Please see Appendix 1 for a list of stakeholders and their organizations).

The 21-member Task Force, many of whom submitted detailed letters requesting clarification and oftentimes stated opposition during the EA public comment period, held 5 five-hour meetings between March and June 2013. Their charge was to deliberate and negotiate on the issues brought forth in the public comment period of the EA process and if possible develop a consensus-based recommendation to White River National Forest Supervisor Scott Fitzwilliams. These issues included:

- Potential impacts to the environment, wildlife, fisheries and area cultural sites;
- Potential noise impacts to residents' property values and quality of life;
- Concerns with the accuracy of the EA's use estimates;
- Concerns with user conflicts and management and development of the trail system; and
- Concerns with wildfire, and education on, and enforcement of, laws and regulations

In addition to the full Task Force, a representative 10-member Drafting Committee was formed and held 2 five-hour meetings. Their charge was to take the recommendations generated by the Task Force and organize, word-smith and refine them where necessary. They took the Task Force's recommendations and inserted them into five sections, which form the basis of the recommendation. These are:

- I. The Proactive and Adaptive Management Plan (see attached);
- II. Task Force recommendations regarding:
 - A. Changes to the Environmental Assessment /Proposed Action
 - B. Construction, Rehabilitation and Maintenance
 - C. Overall/Other recommendations
- III. Additional Recommendations that did not reach consensus
- IV. Additions to Appendix A – Tenderfoot Construction and Maintenance Plan
- V. Annual Maintenance and Patrol Program

The recommendations that follow, and are attached, are in addition to the management actions and prescriptions already included in the Draft EA and are not meant to be in place of the substantial body of work thus far completed by the U.S. Forest Service. Note that the Task Force did discuss the impacts to Canadian lynx and the Frey Gulch aboriginal trout and determined that the actions recommended in the EA address the impacts to these populations.

The Task Force reached consensus, recommending that the Forest Service incorporate all of its recommendations if the project is approved. If the project is not approved, the Task Force notes

(in Section II. A. ix.) that several actions still take place to address existing impacts to the aboriginal trout population; and that further consideration of other areas is also recommended (in Section III. i.) recognizing that additional stakeholder engagement and analysis would be required.

The Task Force did not reach a consensus recommendation to approve the project. Task Force members did agree that this process was helpful in further understanding the issues of the trail system and creating a system of adaptive management and continued stakeholder engagement if the project is approved. They also agreed that that this process can be used as a model for future problem-solving efforts.

I. The Proactive and Adaptive Management Plan (see attached)

The Task Force was faced with many uncertainties regarding the future impacts to the environment, fish & wildlife, and people that live within the system's area of influence. To respond to these uncertainties, the Task Force used an adaptive management framework that consisted of the following linear management process. For each issue the group deliberated, they crafted language that identified the:

1. Desired condition that needs to be met into the future of the trail system;
2. Monitoring protocol that will be enacted to ensure (and measure) that the desired condition is being met;
3. Thresholds that trigger management action(s) to be taken when the desired condition is not being met and;
4. Management actions that contain a suite of measures that will by themselves, or in combination, result in a return to the desired condition.

In addition to the Adaptive Management Plan, a Proactive Management Plan was incorporated into the recommendations. This plan specifies actions and measures that would take place during the initial phase of the trail system's development, or during management and maintenance, which would hopefully ensure that the desired conditions were being met into the future.

Please see the attached Proactive and Adaptive Management Plan for the Task Force's recommendations. It is the intent of the Task Force that this plan, in the form of the chart, be accepted and included as an appendix to the final EA.

II. Task Force Recommendations

As the Drafting Committee moved through the Task Force's recommendations and its own deliberations, they found that some recommendations did not lend themselves to the proactive and adaptive management framework or were categories of management and not "issues" per se. It is the intent of the Task Force that these recommendations be accepted and included as an appendix to the final EA. These recommendations are included below.

A. Recommended changes to the Environmental Assessment/Proposed Action:

During the deliberations there were certain recommendations that, if implemented, would result in changes to the Environmental Assessment and/or the Proposed Action. These include:

- i. The use estimates will be revised to an average of 20 riders per day.
- ii. Clarify the purpose and need of the proposed action to emphasize that the desired intent is to accommodate local recreational needs and not to create a regional draw.
- iii. A statement will be added to the EA that the analysis within the EA covers the Task Force's recommended management actions contained within the Proactive and Adaptive Management Plan and additional NEPA is not required for these actions. These actions can be implemented upon the Decision Notice.
- iv. Adjust the size of Frey Gulch parking lot to accommodate the new use estimate (including non-motorized use). If, through monitoring and adaptive management actions, the Forest Service determines that resource impacts are being successfully managed, yet the Frey Gulch parking lot is consistently at capacity, then the Forest Service may expand by an additional 10,000 square feet if needed.
- v. Revise the parking estimate for Straight Creek Trailhead to 10-15 vehicles, assuming a mix of trailered and non-trailered vehicles.
- vi. Close the area to motorcycle riding daily from 8:00 pm to 8:00 am to reduce noise impacts to area residents.
- vii. Special Events will be limited to no more than 50 attendees and no more than two events per season (not including volunteer work/maintenance events) and will be subject to Adaptive Management threshold conditions being met. Events that attract spectators and encourage speed on the trail are strongly discouraged. All special events are subject to obtaining a special use permit and meeting all applicable NEPA requirements.
- viii. Revise the education and enforcement plan to include a total of 12 patrols per month at least three days per week during the season the trail system is open to motorized use. The scope of the patrol day will include patrolling the full circuit and should be determined by the patroller.
- ix. It is recommended that the Decision Notice, regardless of which alternative is selected, include the closure of Tenderfoot Mtn Road, FDR 66.2b, and the construction of the corresponding ATV trail (to provide hunter access) in the early phase of the project, as a high priority to protect the aboriginal cutthroat trout. Regardless of which alternative is selected, 66.2A and trail segment 42-52 will be monitored for impacts to trout and any issues will be addressed.
- x. Slightly realign the trail between 76 and 77 to reduce the noise impact on the Tenderfoot hiking trail.
- xi. Extend seasonal motorized use trail closure of east portion of trail system (Management Area 5.43 except for trail segments 46-44-52-42-67-14-72-73) through June 30 to minimize disturbance to wintering deer and elk and to

minimize impacts to calving elk. Allow for limited crew access, subject to approval of the USFS and in consultation with CPW, to the trail for scheduled maintenance prior to opening the trail. The closure may be extended if trail conditions warrant additional maintenance.

- xii. Close east portion of trail system (Management Area 5.43 except for trail segments 46-44-52-42-67-14-72-73) to motorized uses prior to opening of first rifle season to facilitate big game hunting opportunities. Closure will begin October 10. (Rifle season generally opens on the second weekend of October depending on year).

B. Construction, Rehabilitation, and Maintenance:

The construction, rehabilitation and maintenance recommendations are proactive in that the Task Force recommends these actions and protocols be implemented at the outset of trail system development. These include:

- i. Recognizing that the trail system would be constructed in phases over several seasons as funding, resources and weather allow, the adaptive management plan that has been developed would be used to implement and monitor the construction and use of the trail system each season.
- ii. In instances where trails have been identified to be closed but rehabilitation has not yet occurred, signs will be posted to indicate the trails are closed to all uses.
- iii. When trails are opened for use in phases they should complete loops rather than create dead ends.
- iv. To discourage trail users from going around trail closures, trail closures should be much more substantial than is currently designated in the EA. Trail closures should be extensive, with a substantial distance blocked with logs, tree brush, etc., closed trail signage installed, and re-vegetation of the entire trail surface that is visible from the intersection.

C. Overall/Other Recommendations:

In addition to the recommendations above and the recommendations contained within the Proactive and Adaptive Management Plan, some Task Force recommendations fit into a high-level overall/other category. These include:

- i. Establish a NEW ongoing representative task force to monitor the desired conditions, management, and usage of the Tenderfoot Trail System; make recommendations to the USFS for changes as issues arise; and review and modify details of the adaptive management plan. The NEW Tenderfoot Task Force will:
 - a) Be comprised of affected user groups; area residents; and Colorado Parks and Wildlife, US Forest Service and Summit County staff.

- b) Meet within 24 months after the Decision Notice to establish their roles and responsibilities and determine the frequency and scheduling of future meetings.
 - c) Use the Adaptive Management Plan as their guide for monitoring issues as they arise and implementing actions.
 - d) Have access to patrol logs and the report summaries that will be provided to the task force at the end of each season.
 - e) Receive a USFS contact list and organizational chart to understand where issues will be best addressed.
- ii. Consider initiating an additional NEPA process for a closure for all uses in the elk calving area until June 30, and provide signage indicating recommended closure for elk calving in the interim.
- iii. Consider initiating an additional NEPA process to address designated dispersed camping on Frey Gulch Road and other areas, if needed.
- iv. Prior to construction, the USFS and Summit County will continue conversations regarding location of Frey Gulch parking lot to allow the County to assist with, and provide greater ability to control the access to the trail system, if needed.
- v. Consider initiating an additional NEPA process to modify non-motorized trails to extend and lower the Tenderfoot Trail and connect it to Ore Grande, and a new non-motorized trail below Frey Gulch Road from trails 46 to 34 to reduce user conflicts and noise impacts on other users.
- vi. These recommendations were reached with the understanding that the trail system should not be significantly expanded, especially to connect to other systems in the area.
- vii. Information the Forest Service provides the public about this trail system will be consistent with how information on other trails is provided. The Forest Service will not encourage motorized organizations to hold outings.

III. Additional recommendations that did not reach consensus

Throughout the process the Task Force strove for understanding and inclusivity of all perspectives into the recommendations. However, as often is the case, there were viewpoints advanced by members of the Task Force that were not agreed upon by the entirety of the group. These include:

- i. Participants discussed that there may be other locations that are as viable or more viable for a single-track motorized trail other than Tenderfoot. Some participants felt strongly that existing use on Spring Creek in northwestern Summit County and adjacent land in Grand County within the district should still be considered instead of Tenderfoot. Others suggested that rider groups consider locations on private land such as Climax and Montezuma. Finally, other participants felt that Tenderfoot should be considered over these other areas.

IV. Additions to Appendix A – Tenderfoot Maintenance and Construction Plan

One of the concerns brought up in the Task Force's deliberations involved funding and phasing of the system's development. Task Force members felt that there wasn't enough specificity contained within the Environmental Assessment. Per the Task Force's concerns, USFS staff included this specificity in the appropriate section of the EA - Appendix A Maintenance and Construction Plan. It includes a schedule of components such as trailhead construction, trail closures, signing, etc.

Appendix A

Tenderfoot Mountain Motorcycle Trail System

Maintenance and Construction Plan (6/20/13)

If the decision to implement the project is approved, grant funding would be pursued to fund construction as the Dillon Ranger District's annual trail funding would not be sufficient. The Colorado State Parks OHV Grant Program and the National Forest Foundation's Ski Conservation Fund (NFF SCF) would be the primary funding sources. If the project is approved, an OHV grant application would be submitted in December of 2013. The earliest that this funding could be made available would be summer of 2015. SCORR or Rocky Mountain Youth Corps would be encouraged to apply for an NFF grant for work in 2014 and 2015 (only non-profit organizations are eligible).

The OHV grant is expected to be between \$200,000 and \$300,000. This will be less, depending on other resources used. A project manager and a crew of three people would be hired to work June through October, annually until completed. The crew would work on trail construction, but would also work in conjunction with volunteer projects. A larger crew would be desirable, however, the safe manageable span-of-control is about 5 people per supervisor. The Forest Service has the necessary resources for housing, hiring, workers comp, contracting, purchasing, etc. The grant would include all equipment, tools, and supplies. The following resources may also be used:

- 1) Forest Service hot shot fire crews are often available, but usually only early season (May-June). Twenty highly trained people have a very high rate of production.
- 2) Prison Crews can be contracted, but they lack the trail construction expertise. A project leader would be needed to ensure quality. They occasionally camp on site.
- 3) Rocky Mountain Youth Corps (RMYC) crews have the expertise to build trail, however, a project leader would be needed to ensure quality. They usually camp on site. It is likely that at least one ten-person crew could be contracted to work all season.
- 4) The Student Conservation Association (SCA) also has youth crews similar to RMYC.
- 5) A VOC project could result in 100-200 people for one weekend. Their crew leaders are well-trained in trail construction, but would need some direction on motorized trail techniques.
- 6) SCORR would provide crew leaders and volunteers for ½ day projects.

The trail sections that were created from old road beds would most likely be reconstructed with a rubber-track mini-excavator. These sections are: 38-75, 30-33, 35-27, 35-11, and 35-34. A mini-excavator would be used to perform maintenance on Route 66.2A and trail construction on the ATV trail between points 24 and 89. This is a total of 1.49 miles to be reconstructed with equipment. Where a SWECO is needed, this work would be contracted. A Forest Service

inspector and/or COR would need to oversee this operation. The rest of the trail segments would be constructed or reconstructed using hand tools.

Construction of the new trail segments and the trailhead would be the priority, followed by reconstruction of existing trails. Closure and rehabilitation of unneeded trails would occur concurrently with construction. A target of 5 miles of closure per year has been set. In 2012, The Rocky Mountain Youth Corps completed approximately 2 miles of trail closures in the Tenderfoot area.

The trailhead kiosks could be constructed by Forest Service crews, but it would best for this to be contracted or a volunteer project. One kiosk will be relocated to the Frey Gulch Trailhead in 2015. The Forest Service would be able to design, produce, and install the kiosk panels.

Construction/Reconstruction Specifications

The most recent and advanced techniques would be used. OHV trail construction methods and equipment have evolved significantly in the last few decades. Considerable effort has been made by land management agencies to observe and document trail deterioration and misuse and then develop corrective methods.

The following techniques would be used:

1. **Contour curvilinear alignment**—Align the trail so it runs along the natural contour of the terrain.
2. **Controlled grade**—Strive for a design trail grade of 5 percent or less and a maximum sustainable trail grade based on local soil and terrain conditions. Limit the length of the segments with maximum grade to less than 100 feet and their combined length to less than 5 percent of the total trail length.
3. **Integrated drainage**—Integrate water control in the design and construction of the trail using outslope, grade reversals, and grade dips to maintain the terrain's natural drainage patterns. Space drainage structures close enough to prevent water erosion on tread surfaces or at points of discharge. The very best drainage designs are those built into new construction. These include frequent grade reversals and outsloping the entire tread. The classic mark of good drainage is that it is self-maintaining, requiring minimal care.
4. **Full bench**—Construct a full bench by cutting the full width of the tread into the hillside on native, undisturbed material and casting the excavated soil as far from the trail as possible. Full-bench construction requires more excavation and leaves a larger backslope than partial-bench construction, but the trailbed will be more durable and require less maintenance. Full-bench construction will be used whenever possible.



Examples of an OHV trails with reverse-in-grades built in for drainage.

To provide challenge the following specifications would be used:

5. **Tight turns.** Avoid long straight sections.
6. **Narrow openings in the trees.** Leave about 36"
7. **Leave rocks in the trail tread.**
8. **Incorporate many turns to keep speeds down.** Use existing trees as obstacles to go around, even if a straight section would work. Block openings with debris to deter shortcuts. Plant stump were possible for more natural appearing barriers.

The following technical references would be used:

- Off-Highway Motorcycle and ATV Trails Guidelines for Construction, Maintenance, and User Satisfaction, 1994, Joe Wernex.
- Trails 2000, 1996, Cam Lockwood
- Management Guidelines for OHV Recreation, 2006, Tom Crimmons.
- Standard Specifications for Construction and Maintenance of Trails, 1996, USDA, Forest Service.
- Mechanized Trail Equipment, 1996, USDA, Forest Service.
- Meyer, Kevin G. 2011. **A Comprehensive Framework for Off-Highway Vehicle Trail Management.** 1123 2804P. Missoula, MT: U.S. Department of Agriculture, Forest Service, Missoula Technology and Development Center

Design Features (from the EA):

- All trails constructed or reconstructed would be designed to be sustainable. Most would follow the contour or have a gentle grade. They would have dips or reverse-in-grade sections to deter water movement and erosion. The tread width would be 18 inches.
- At all wetland crossings, gravel would be placed on the tread 100 feet prior to the crossing to reduce sedimentation and dust.

- Approaches to wetland crossings would include turns to ensure slow speeds to reduce dust.
- All boundaries of wetland areas to be bridged would be re-flagged prior to construction to ensure proper bridge placement.
- No trails would be placed within 75 feet of potential peatlands.
- Best Management Practices (BMPs) would be used during all phases of construction to reduce impacts from sedimentation and erosion, which may include berms, brush, barriers, check dams, erosion control blankets, filter strips, sandbag barriers, sediment basins, sheet mulching, silt fences, straw-bale barriers, erosion logs, surface roughening, and/or diversion channels.
- No equipment or construction materials (including fill) would be staged or stored within 100 feet of wetlands or other water features.
- No chemicals, such as soil stabilizers, dust inhibitors or fertilizers would be used within 100 feet of wetlands or other water features.
- Equipment would be refueled in designated contained areas, at least 100 feet away from wetlands or other water features.
- To prevent noxious weed transport, all equipment to be used during construction would be thoroughly washed prior to mobilization to the site.
- Where conifer trees seedlings are removed during trail construction and reconstruction, they would be transplanted adjacent to the trail.
- Minimize Connected Disturbed Areas and sediment delivery to streams by ensuring that roads, road ditches, and other disturbed areas drain to undisturbed soils rather than directly to streams. Manipulate drainage from disturbed areas as necessary using natural topography, rolling dips, waterbars, ditch-relief culverts, etc., to disconnect disturbed areas from streams. Source: WCPH Management Measures 1 and 10.
- Minimize Connected Disturbed Area in the Straight Creek watershed and minimize sediment delivery to Straight Creek by applying a course of 3" angular rock to the trail tread within 100 feet on either side of any tributaries of Straight Creek. Source: WCPH Management Measures 1 and 10; ID Team.
- Keep heavy equipment out of streams, swales, and lakes, except to cross at designated points, build crossings, or do restoration work, or if protected by at least 1 foot of packed snow or 2 inches of frozen soil. Source: WCPH Management Measure 3.
- Size culverts to maintain the bankful width, depth, and slope, of the natural stream channel, and to easily pass sediment and debris transported by the stream to be crossed. Do not use culverts less than 18" in diameter to cross any stream channel. Source: WCPH Management Measure 4.
- Keep ground vehicles out of wetlands. Do not disrupt water supply or drainage patterns into wetlands. Source: WCPH Management Measure 6.
- Outslope trails where practical to shed water rather than concentrating water on the trail surface. Install cross drains to disperse runoff into filter strips. Design trails to drain water to undisturbed soils rather than retaining water, or draining to streams. Locate and construct trails in such a way as to minimize the amount of excavation needed and to reduce the potential for soil erosion. Source: WCPH Management Measure 9.
- Do not install culverts during spring runoff, or during periods of heavy precipitation. WCPH Management Measure 9.
- Do not locate trails on slopes that show signs of instability, such as slope failure, mass movement, or slumps. Source: WCPH Management Measure 9.
- Locate vehicle service and fuel areas on gentle upland sites at least 100 feet away from streams to prevent pollutants from contaminating water. Source: WCPH Management Measure 15.

- There would be a maximum of 5% gradient at stream crossings with a goal of 0%.

Maintenance Resources

The goal of the construction and reconstruction of the system would be to create low-maintenance trails, however, maintenance would still be needed. The goal would be to apply for an OHV grant to hire a season 2-person Forest Service maintenance-patrol crew to work annually on motorized roads and trails throughout the District. Two people are needed because it is not safe to ride motorcycles on trails alone. With the bark beetle infestation, it is likely that clearing logs annually would be necessary. This is not a task that can be done with volunteers because of safety requirements. This crew would be trained and certified to use chainsaws. If this were not possible to have a crew every year, then a 3-year maintenance schedule would be pursued. The log clearing would be added to the District workload as it is anticipated for this to be a District-wide issue and the resources to cut logs on trails should be available.

The FS Colorado Statewide OHV crew is available for 1 week maintenance projects. They also are saw certified and can assist with log clearing. There is no cost for this crew other than providing housing. The crew was used on the District in 2011 and 2012. SCORR provided the housing in 2011.

SCORR ½ day maintenance projects would continue with 2 projects per summer in the Tenderfoot Mountain area and two projects in the Golden Horseshoe area. Projects would include pulling of invasive weeds. SCORR volunteer crew leader training would include invasive weed identification. SCORR responsibilities would be documented in a Memorandum of Understanding (MOU). This would clarify the expectations, duties, and procedures.

If grant funding for maintenance was not available, then maintenance would be added to the District workload. Volunteer projects using FDRD and SCORR members would be implemented. A minimum of 8 one-day projects per year would be needed. The Colorado State state-wide motorized crew could work on the trail system.

Several trail closures would be implemented in 2013, but most new trail construction would probably not begin until 2014 and could be completed by the Fall of 2016. There may be some opportunities for some small trail construction projects before 2014, but the emphasis would be on performing maintenance/reconstruction on existing trails and closures. RMYC crews have been used for 2 weeks total in 2011 and 2012 for trail closures in the area.

The ATV trail between points 89 and 24 would be completed prior to closing the Tenderfoot Mtn. Road (66.2B). The 2016 OHV grant would include purchase of a mini-excavator that would be used to perform much of the ATV trail construction (with volunteer labor to do the hand work). Prior to that time, there may be an opportunity to rent the equipment for a couple of weeks (\$2,500) or purchase one for \$25,000, but a funding source has not been identified.

Implementation Schedule

The following chart illustrates the planned construction, reconstruction and rehabilitation of the system through completion.

Year	Miles Construction	Miles Reconstruction	Miles Rehabilitation
2013			2
2014	1.7	0.8	5
2015	5.7		5.2
2016	6.1		5.5
2017		7.1	1.5
TOTAL	13.1	7.9	19.2

All construction and rehabilitation activities will respect existing and proposed wildlife closures.

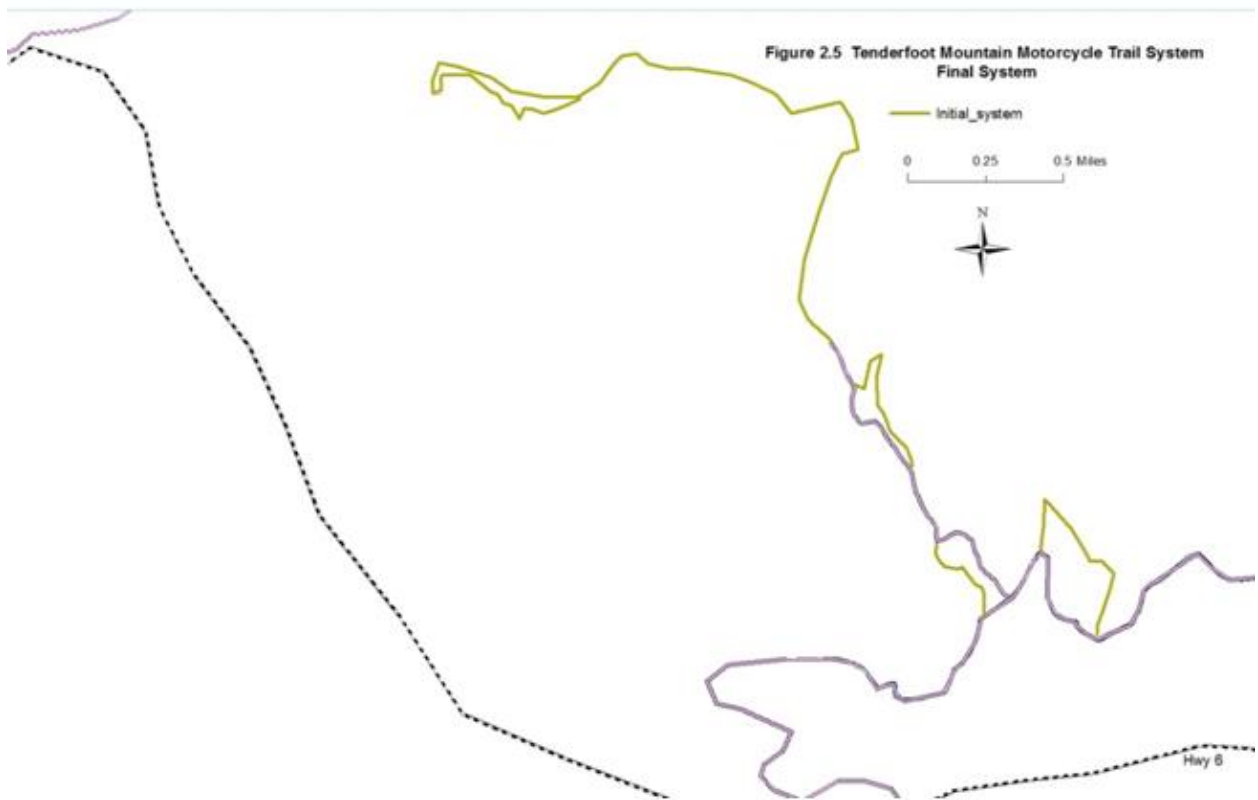
For the 2014, summer season, some trails targeted for reconstruction may be opened after the following:

The open trails would be subject to the finalized Adaptive Management Plan.

- 66.2B will be posted as closed.
- All non-system trails originating from these trails would be blocked with debris and signed as closed at the trail junction.
- A brochure with a map would be produced to identify the open routes and emphasize that all other trails are closed.
- An OHV grant for a 2-person crew to patrol and maintain these and other District OHV trails has already been secured. Education efforts will emphasize that these are the only trails open in the short term.
- A sign would be posted at the beginning of the Frey Gulch Road: MOTORCYCLE USE PERMITTED ONLY ON SIGNED/NUMBERED ROUTES. ALL OTHER TRAILS CLOSED
- Travel management signs will be posted on all open routes.

The trail segments that have been identified for reconstruction and would be open to motorcycle use includes: 1-89, 89-24, 24-21, 19-21, 52-42, 67-72, 19-71, 51-19, 61-51, 51-60, 60-61, 60-63, 36-59. This would be about 4 miles of trail. There would be loops only and no dead end trails.

The following map identifies the routes that would be open in 2014.



- 1) As soon as the resources are made available to reconstruct section 89-24 and it can be opened to ATV use, then the bottom section of the Tenderfoot Mountain Road (66.2A) would be closed (See rehabilitation plan for more information on the closure of this route).
- 2) The following table identifies the priorities for construction and reconstruction. Those segments that connect existing trail segments were the highest construction priority, especially those that would adopted as dead end routes. Those segments in the Frey Gulch watershed were given the highest reconstruction priority because improvements to the fish habitat are best completed as soon as possible. Generally, the new construction would be accomplished first, then the reconstruction would begin. Where significant erosion is occurring on existing trails, corrective action would be implemented as soon as possible. Because the work would be completed over several years, there would be an opportunity to evaluate the effectiveness of management techniques and make modifications prior to completion of the entire system.

Segment	Miles Existing Trail/Road	Miles New Trail	New Miles in 5.5 MA	Bridges or Culverts Needed	Construction Priority	Re-Construction Priority
2-10		1.64			10	
2-15		0.11			9	
4-5		0.75	0.1	1	17	
4-20	0.14		0.14	1		22
5-7	0.33					21
5-8		0.19			16	
8-9	0.06					18
9-10	0.17					17
9-61	0.14					19
9-85		0.35			15	
10-85		0.38			19	
11-27		1.2			12	
13-67		1.86		1	13	
13-85		0.6			14	
15-77	0.24					15
19-21	0.44		0.44			28
19-32		0.03			6	
20-22		0.44		1	18	
30-33	0.32					30
31-30		1			1	
32-63	0.16					26
35-11	0.25					3
35-27	0.46					5
35-34	0.11					4
36-37	0.22					
36-59	0.51					2
38-75	0.27					29
42-67		1.17			3	
51-19	0.28					27
51-60	0.06					23
52-42	0.36					1
60-61	0.28					12
60-63	0.22					24
61-51	0.36					20
63-13	0.55					25
66-83	0.37					7
67-72	0.57					6
73-72		0.62			4	
74-75		0.28			11	
75-49		0.67			2	
76-3	0.24					16
77-3		0.2			8	
78-2	0.28					14
78-76		0.11			7	
79-84	0.06					10
81-84	0.1					11
82-79	0.07					9
82-81	0.07					8
83-82		0.08			5	
84-78	0.18					13
90-91		0.72			21	
92-93		0.72		2	20	

Total	7.87	13.12	0.68	6
Total Trail Miles		20.99		
ATV Trail (89-21)		1.4		
Roads		5.08		
Total Routes		27.47		

Roads

32-31	0.48
1-89	1.1
46-48	3.50

Total 5.08

Pre-Construction year 1 (2013)

A 4-day Colorado Mountain Club volunteer project will close the route that begins at point 27 and the routes in east end of the 5.5 management area. A total of 2 miles is estimated to be completed.

Estimated costs: Coordination of volunteer projects and grant writing (\$2100). In-kind support will also be quantified and included in grants and reports.

Construction year 1 (2014) will not include OHV grant funding. It would likely include the following:

Through SCORR volunteer project days and the Colorado OHV crew, construction of segments 31-30, 75-49, and reconstruction of sections 1-42 and 42-52 – 1.7 miles total construction and 0.8 miles reconstruction.

Through a VOC project, rehabilitation of the routes between points 73 and 21.

Through a RMYC project, rehabilitation of the routes north of point 24 and because 30-31 originates on an old road that continues, the route that extends north from point 30 would be rehabilitated. Approximately 2 miles would be rehabilitated.

A barrier and sign would be placed at point 49.

Estimated costs: FS – Grant writing, crew supervision, volunteer coordination = \$2500; OHV grant – 2 person Maintenance / Patrol Crew salary, supplies, and vehicle = \$40,000. In-kind support will also be quantified and included in grants and reports.

Construction year 2 (2015) will include OHV grant funding. It would likely include the following:

Construction of segments 42-67, 72-73, 83-82, 19-32, 78-76, 77-3, 2-15, 74-75, 11-27, 13-67, 13-85, 9-85, 20-22, and 89-24 (ATV) –5.3 miles total.

Because 78-76 crosses an old ditch (west of point 76) that could be ridden, it will be rehabilitated.

Rehabilitation of routes in the 5.5 management area will continue (5 miles).

Section 89-24 will be reconstructed with a mini-excavator to allow for ATV access. Road 66.2B will be posted as closed to motor vehicles when 89-24 is completed.

The trailhead will be constructed.

Kiosks will be installed.

All signs will be posted.

Funding will be secured for rehabilitating Road 66.2B.

Estimated costs: FS – Grant writing, crew supervision, volunteer coordination = \$2500; OHV grant – 2-person Maintenance / Patrol Crew salary, supplies, vehicle = \$40,000. Construction crew, trailhead construction, mini-excavator purchase, and materials/supplies = \$150,000. In-kind support will also be quantified and included in grants and reports.

Construction year 3 (2016) will include OHV grant funding.

Construction of segments 4-5, 5-8, 20-22, 10-85, 92-92, and 2-10. 6.12 miles total.

Rehabilitation of routes in the 5.5 management area will continue (5 miles).

Rehabilitation of the routes south of point 13.

Rehabilitation of the lower section of Road 66.2B

Estimated costs: FS – Grant writing, crew supervision, volunteer coordination = \$2500; OHV grant – 2-person Maintenance / Patrol Crew salary, supplies, vehicle = \$40,000. Construction crew = \$120,000. Other grant funding – Rehabilitation of Road 66.2B = \$50,000.

Construction year 4 (2017) will include OHV grant funding.

Reconstruction of all the segments listed in the table. 7.87 miles total.

Complete any existing rehabilitation.

Route 66.2B will be rehabilitated.

The roads east of point 48 will be decommissioned.

Estimated costs: FS – Grant writing, crew supervision, volunteer coordination = \$2500. Road decommissioning = \$10,000; OHV grant – Crew salary, supplies, vehicle = \$120,000. 2-person

Maintenance / Patrol Crew salary, supplies, vehicle = \$40,000. In-kind support will also be quantified and included in grants and reports.

Summary of In-Kind or Grant-funded Resources Available for the 2014-2017 Schedule (Construction, Reconstruction, and Rehabilitation)

2014:

- 2-person OHV grant funded patrol/maintenance crew - Maintenance of existing trails. Approximately 15 days.
- NFF funded Rocky Mountain Youth Corps Crews – 2 to 3 weeks (\$13,000 to \$19,500).
- VOC project in conjunction with FDRD - 100-200 people (\$19,000)
SCORR volunteer project days (approximately 4, \$5,000) and twilight projects (FDRD weekday evening projects) (approximately 8, \$700)
- FDRD – Two 1-day trail closure projects (\$5,000)
- Colorado Statewide OHV crew- 6 days (\$3,000)

2015

- 4-person OHV grant funded crew.
- 2-person OHV grant funded patrol/maintenance crew - Maintenance of existing trails. Approximately 15 days.
- NFF funded Rocky Mountain Youth Corps Crews – 2 to 3 weeks (\$13,000 to \$19,500).
- VOC project in conjunction with FDRD - 100-200 people (\$19,000)
- SCORR volunteer project days (approximately 4, \$5,000) and twilight projects (approximately 8, \$700)
- FDRD – Two 1-day trail closure projects (\$5,000)
- Colorado Statewide OHV crew- 6 days (\$3,000)

2016

- 4-person OHV grant funded crew.
- 2-person OHV grant funded patrol/maintenance crew - Maintenance of existing trails. Approximately 15 days.
- NFF funded Rocky Mountain Youth Corps Crews – 2 to 3 weeks (\$13,000 to \$19,500).
- VOC project in conjunction with FDRD - 100-200 people (\$19,000)
- SCORR volunteer project days (approximately 4, \$5,000) and twilight projects (approximately 8, \$700)
- FDRD – Two 1-day trail closure projects (\$5,000)
- Colorado Statewide OHV crew- 6 days (\$3,000)

The following pictures show examples of the various conditions in which the newly constructed trails will be built.



Figure 1 – Example of a section of new trail through an area with sufficient openings. This is the dominant situation.



Figure 2 – Example of a section of new trail through a thinned area where cutting of downed trees would be necessary. Off-trail use would be impossible.



Figure 3 – In this section of trail through a stand of regeneration in a clearcut, the trail would use existing openings.



Figure 4 – In this section of trail through a stand of regeneration in a clearcut, a few trees would have to be cut (marked with a star) because there is no opening.



Figure 5 – Example of a section of new trail where some tree cutting may be necessary. The trees marked with a star would be cut.



Figure 6 – Example of a section of new trail where some tree cutting may be necessary. The trees marked with a star would be cut.

V. Annual Maintenance and Patrol Program

The Task Force asked for increased specificity around who will be patrolling and maintaining the system and how this will be paid for. USFS staff developed the following Annual Maintenance and Patrol Program in response to that request.

Tenderfoot Mountain Motorcycle Trail System Annual Maintenance and Patrol Program

Maintenance/Patrol resources:

- 1) 2-person OHV grant-funded Maintenance/Patrol crew (FPOs)
- 2) OHV Jeep patrolman (FPOs)
- 3) SCORR Trail Ambassadors

1. 2-person OHV grant-funded Maintenance / Patrol crew

The Dillon Ranger District has received an OHV grant funds for a 2-person OHV maintenance/patrol crew for the 2014 summer season. The District anticipates getting this grant for 3 consecutive years to be eligible for the Good Management program (automatically funded on an annual basis).

Personnel Costs - \$40,000 annually

Two seasonal Forestry Technicians would be hired as temporary employees to work 110-day summer seasons at the district level (Mid-May to Mid-September, 2014 and 2015). Grant funding would be used for crew salary, benefits, uniforms, supplies, and training.

Two off-highway motorcycles have been provided by Colorado Parks and Wildlife. Grant funds will be used for fuel and maintenance. Hand tools will be provided by the District. A Forest pickup truck would be funded (\$2,500/year) using grant funds.

The maintenance/patrol crew would patrol the following areas: 1) Golden Horseshoe - 6 to 11 miles single-track/25 miles roads; 2) Swan River Drainage - 15 miles roads; 3) Deer Creek/Webster Pass - 10 miles roads; 4) Spring Creek - 10 miles of road; and 5) Tenderfoot Mountain - 5 miles road and 21 miles of trail.

In the Tenderfoot Area, the crew will contact OHV enthusiasts encountered. Duties will include:

- Trail maintenance
- Distribution of Motor Vehicle Use Maps, Colorado OHV Opportunities Maps, and DRD Recreation Opportunity Guides.
- Education about "Stay the Trail" and responsible recreation.
- Clearing routes of downfall (logs).
- Closing and rehabilitation of illegal user-created routes.
- Improvement of existing drainage structures.

- Litter pick up.
- Spark arrester/sound inspection
- Dispersed campsite cleaning and inspection
- Use monitoring (record numbers and types of trail users)
- Monitoring signage vandalism or theft.

The crew will patrol the trailheads, trails, and dispersed campsites 3 days a week. The crew will perform sound tests and spark arrester inspections as necessary. If there any violations, the riders will be informed they cannot ride in the National Forest until repairs or modifications are made. Any litter will be collected. The crew will record the following:

- If the parking area is full (no room for additional vehicles). If so, if any vehicles are parked on the road.
- If vehicles are blocking the entrance or exit
- The number of vehicles, categorized as belonging to motorcycle, non-motorized, or unknown types of users.

Once per week, they will monitor human waste adjacent to the Frey Gulch trailhead. They will record the number of incidents of solid human waste. The material will be buried on site. This duty will be shared with the Jeep Patrolman.

During each trailhead check, they will stock the brochures and MVUMs at the information kiosk.

During the trail patrol, if any off-trail use is discovered, the tracks within view of the trail will be rehabilitated immediately. If it cannot be accomplished that day, they will finish the rehabilitation within one week.

All closed trails will be inspected annually and the percentage of natural revegetation will be reported.

At least once per week, the dispersed campsites on the Frey Gulch Road will be inspected and cleaned. They will pick up litter and dig out and remove ashes from firerings. They will record the level of cleanliness (based on how long it takes to pick up litter).

2. OHV Jeep Patrolman

Personnel Costs - \$750. One Forestry Technician is hired to work mid-May through September. This seasonal position is funded annually with Forest Service appropriated dollars. Patrol of the Tenderfoot area represents about 5% of this person's duties.

This person patrols in a Jeep Wrangler Rubicon, so patrols would be usually be limited to the Frey Gulch and Straight Creek roads and trailheads, however, this person is also motorcycle certified so he may do some trail patrol.

This person will contact OHV enthusiasts encountered. Duties will include:

- Distribution of Motor Vehicle Use Maps, Colorado OHV Opportunities Maps, and District Recreation Opportunity Guides.
- Education about “Stay the Trail” and responsible recreation.
- Spark arrester/sound inspection

This person will assist with the human waste monitoring/clean up at the Frey Gulch trailhead, trailhead kiosk stocking, and dispersed campsite litter pick up and firering ash removal.

3. SCORR Trail Ambassadors

Volunteer Trail Ambassadors will supplement the Forest Service patrols. They will make contact with trail users, provide information, and record use. Duties will include:

- Distribution of Motor Vehicle Use Maps, Colorado OHV Opportunities Map, and DRD Recreation Opportunity Guides.
- Education about “Stay the Trail” and responsible recreation.
- Closing and rehabilitation of illegal user-created routes.
- Litter pick up.
- Spark arrester/sound inspection
- Use monitoring (record numbers and types of trail users)

During the trail patrol, if any off-trail use is discovered, the tracks within view of the trail will be rehabilitated immediately. If it cannot be accomplished that day, they will notify the maintenance / patrol crew.

APPENDIX 1.

Tenderfoot Task Force Members

Organization	Name
USFS	Jan Cutts
USFS	Peech Keller*
USFS	Ken Waugh*
SCORR	David Love*
Summit County	Thomas Davidson
Summit County	Thad Noll
Summit County	Jim Curnutte*
Colorado Parks & Wildlife	Sean Shepherd
Colorado Parks & Wildlife	Elissa Knox*
Colorado Parks & Wildlife	Ryan Crabb*
Snake River Planning Commission	John Crone*
Mountain bikers & Hikers	Laura Rossetter*
Colorado Off-Highway Vehicle Coalition	Scott Jones
Keystone Citizens' League	Mike Clary
Keystone Owners' Association	John Pringle
Quiet Use Coalition	Tom Sobal*
Rocky Mtn Recreation Initiative	Roz McClellan*
Colorado Mountain Club	Scott Braden
Summerwood	Peter Raich, Barbara Campbell
Tenderfoot Track Club	Rover Peterson
The Keystone Center (Facilitator)	Matthew Mulica
The Keystone Center (Facilitator)	Sarah Alexander

* Drafting Committee