



NEW PROJECT UPDATES

Duchesne/Roosevelt Ranger District—Ashley National Forest

May 2019

Greetings

This newsletter is intended to give a brief overview of new projects coming up on the district, what actions we propose, and what results we would like to see on the ground. Your comments are welcome about these projects during this initial scoping period. The [schedule of proposed actions](#) has a complete list of projects on the Ashley National Forest.

Uinta Beaver Dam Trail Reroute

The Uinta River Trail (044) is a class 3 trail accessing the High Uintas Wilderness. It serves as a popular trail for stock groups and hikers alike to access popular destinations including, the Sheep Bridge, Chain Lakes, Atwood Basin, Painter Basin and Kings Peak. The Uinta River parallels the trail as it travels through the lower drainage. In the past few years, beaver activity along the first few miles of the trail has been increasing. These beavers have constructed dams repeatedly flooding a 250 foot section of trail. This has made the trail impassible to stock and extremely hazardous to hikers.



Uinta Basin Trail impacted by beaver dams.

About the Ashley National Forest

Ashley National Forest is located in northeastern Utah and Wyoming.

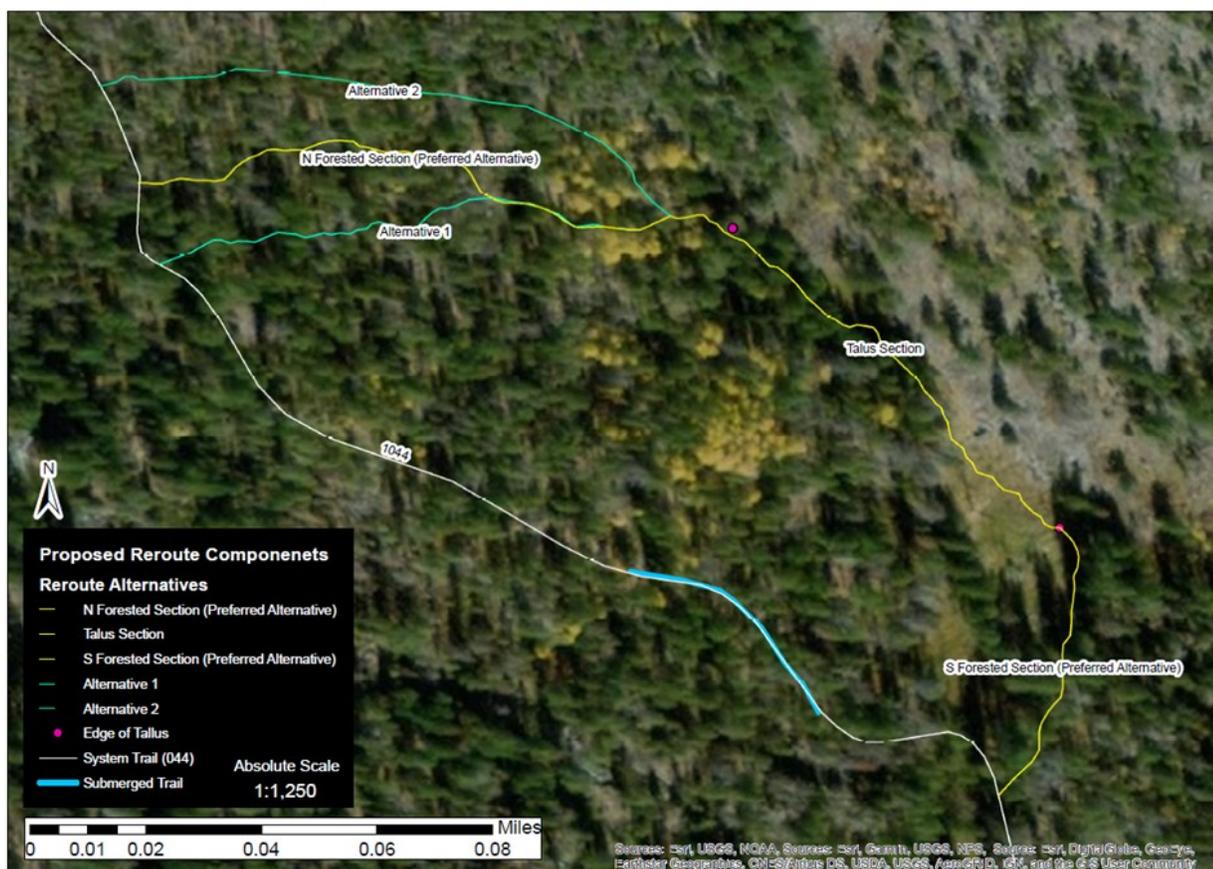
It encompasses 1,384,132 National Forest acres (1,287,909 in Utah and 96,223 in Wyoming). Of the total acres, 276,175 are High Uintas Wilderness. Elevations on the Ashley National Forest range from 6,000 feet to over 13,500 feet.

Remarkable features include Kings Peak (highest peak in Utah), Flaming Gorge National Recreation Area, Flaming Gorge-Uintas National Scenic Byway, The Green River Corridor.

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Proposed Uinta Beaver Dam Reroute - Uinta River Trail (044)

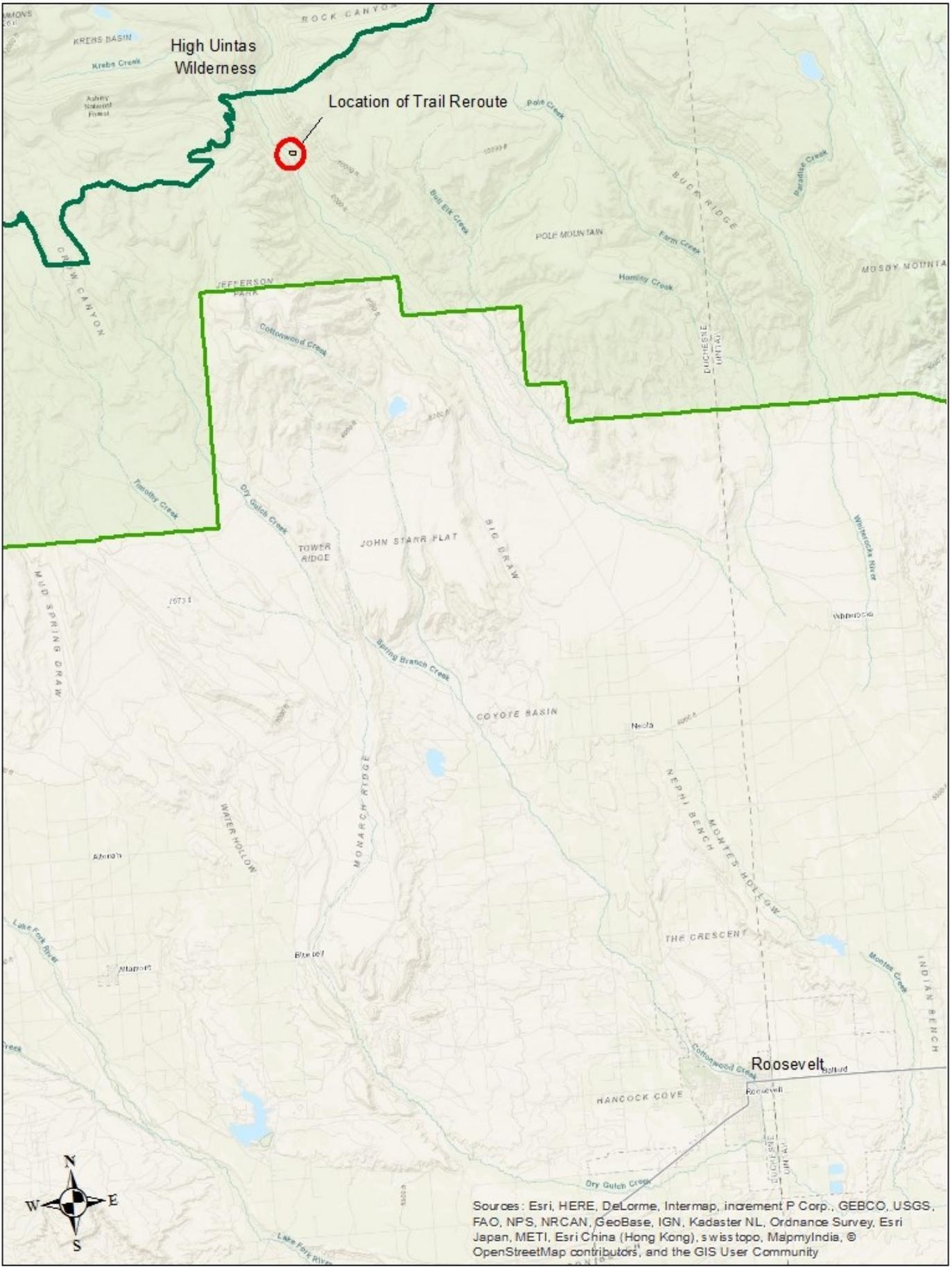


Location of the proposed reroute

Proposal: Reroute the section of the Uinta River Trail that is currently flooded by beaver dams. The proposed reroute will be roughly 0.25 miles long replacing 0.15 miles of existing trail. The proposed route effectively avoids wetlands and other obstacles compared to shorter alternatives. The proposed site of the reroute is roughly 3.5 miles from the Uinta Trailhead outside of the High Uintas Wilderness. The reroute itself will be built northeast of the existing trail within 0.1 miles of the current trail corridor. This will move the trail around the newly established beaver ponds along the toe of a rock talus slope. The existing piece of trail to be bypassed will be decommissioned. For more information on the project, contact Sam Wiswell, Wilderness and Trails Coordinator—(435)781-5230 or Samuel.wiswell@usda.gov.

Argyle Shaded Fuel Break

Community outreach to educate and promote hazard fuel mitigation practices was invested in heavily by the state of Utah in response to the Church Camp Fire in the Argyle Canyon area. The community accepted a Utah State DNR Forestry and Fire shaded fuel break project along a ridgetop road north and upslope of the Argyle Canyon Road, as a proactive approach to mitigate safety concerns for firefighting resources and community members when there is wildfire in the area. The project implemented by the state is solely on private lands. The road that is used as a fuel break however, bisects corner sections of Forest Service land leaving small blocks untreated, therefore breaking up the continuity of the fuel break.



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Location of the proposed reroute

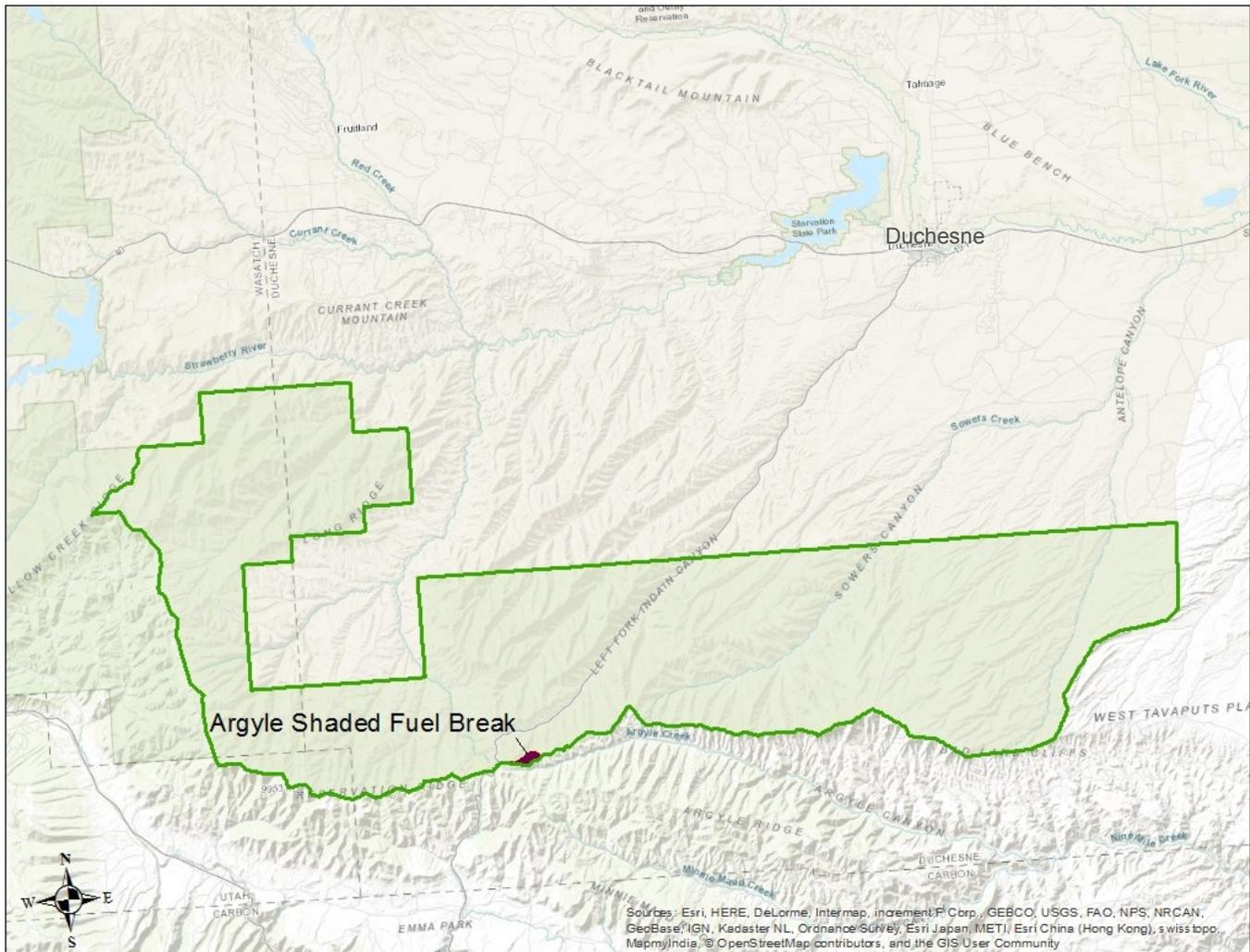


Proposal: The proposed action is to treat areas of the road on FS land to complete the shaded fuel break in the Argyle Canyon area creating 2 miles of uninterrupted shaded fuel break (cell phone towers going east to a green gate where road for public use stops). The area has large amounts of beetle killed trees as well as live trees that would need to be treated to create the fuel break. Small trees less than 8in in diameter (excluding aspen) may be cut and removed or piled and burned within 100 feet of the road. Larger dead or diseased trees may be removed further in from the road as needed to maintain the fuel break. Methods may include commercial removal; cut, pile and burn; or drop and leave depending on needs. Remaining trees will be limbed in to 4-6 foot lengths along the road at least 100 feet from the road. Up to 250 acres may be treated under this project. The project is located entirely within a roadless area.

Additional Design Criteria for considerations include:

- Areas with structures that border the Forest would receive 100' of fuel treatment from the property boundary line in addition to areas along the road. No hand piles would be constructed within 300' of residences. Material would be moved to suitable sites, or if not feasible, scattered naturally into adjacent open areas and forested stands.
- Remaining trees will be limbed to the height of 4-6 feet. No more than 30% of the crown will be removed.
- Remove ladder fuels under 30 feet tall. No cutting of live aspen regardless of size.

For more information on this project contact Nick Ostrom, District AFMO at (435)781-5173 or Nicholas.ostrom@usda.gov.



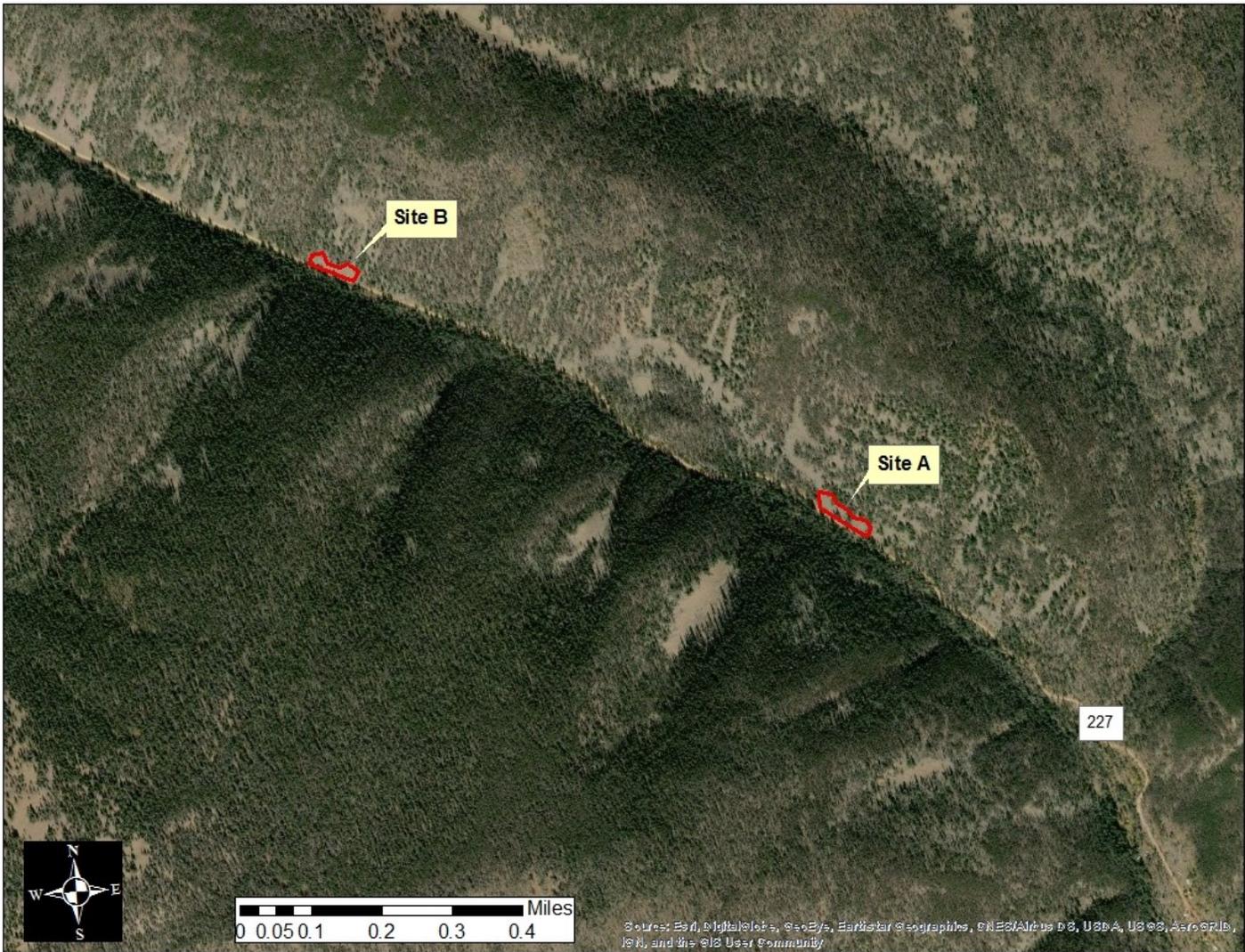
General location of the Argyle Shaded Fuel Break.

Rock Source for Yellowstone Bridge

The Yellowstone Bridge is due to be replaced this fall with a prefabricated bridge placed on new concrete footings. The plans for the bridge call for 488 cubic yards of 30 inch minus angular rock to be used as riprap along the streambanks to protect the footings from scour. In order to reduce contract costs for the bridge replacement a local rock source needs to be identified.

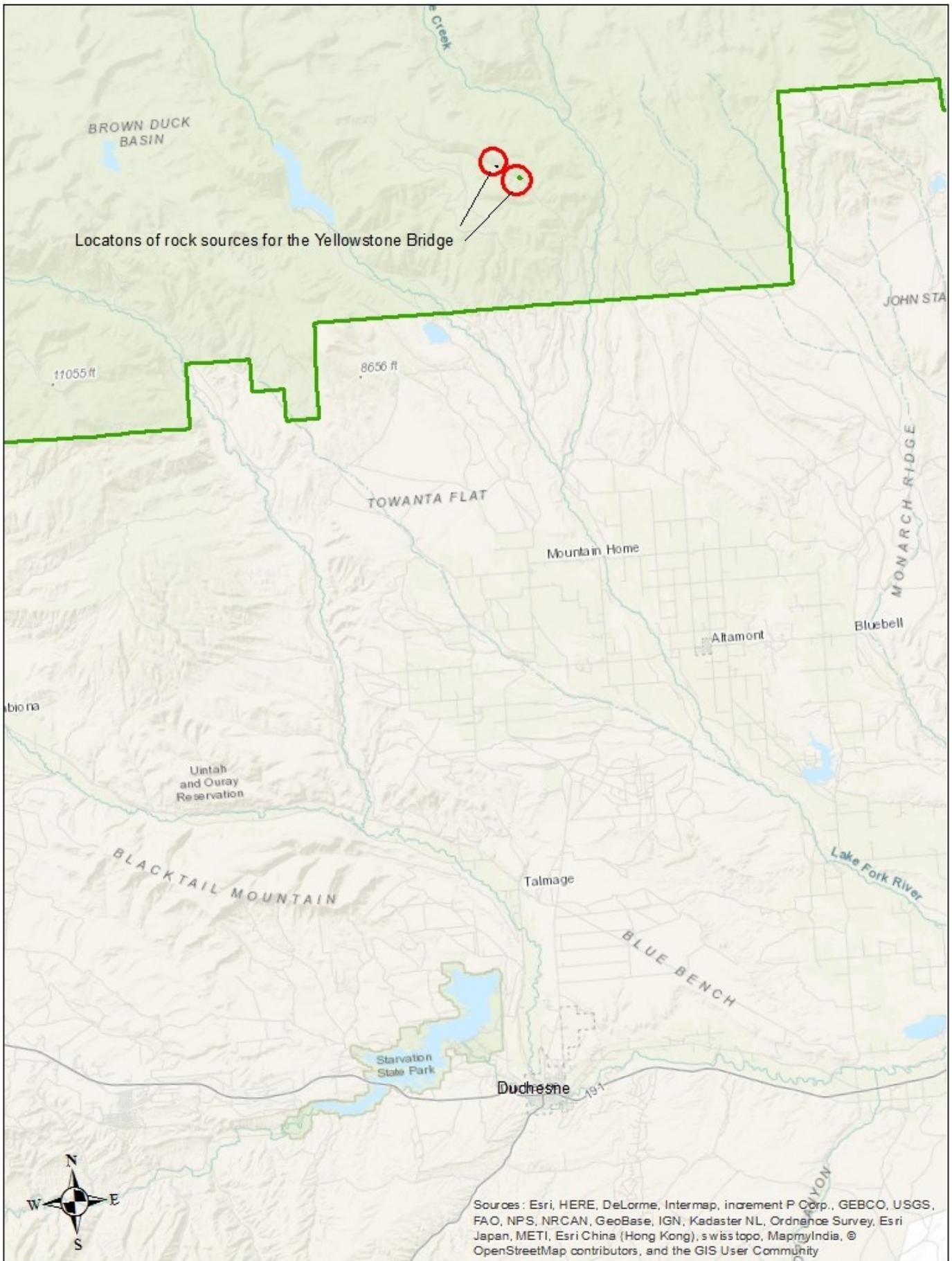
Proposal:

The proposal is to use a trackhoe to extract rock adjacent to the road out of two talus slope locations where the rocks come down to the edge of the road. All of the rock needed will be gathered within 100 feet of the existing road. At a minimum, the trackhoe will need to be off the road to pick rocks from the slope and load them onto a dump truck on the road. Approximately 50 dump trucks full of material would be needed to stabilize the stream banks and prevent scour to the new bridge footings.



Rocks will be staged near the Yellowstone Bridge location for use when the bridge is replaced this fall.

For more information on the project, contact Valton Mortenson, Forest Roads Manager— (435)781-5147 or Valton.mortenson@usda.gov.



Locations of the rock sources for the Yellowstone Bridge

How to Comment

We are accepting comments on any of the projects described in the newsletter. A preliminary assessment indicates that each of these projects fall within a category of action that is excluded from NEPA documentation in an environmental Assessment (EA) or an environmental impact statement (EIS).

If you are interested in or affected by this proposal, this is your opportunity to make your concerns known prior to the point at which we will make a decision. Comments should be specific to the project and include information we should consider in reaching a decision. Please submit comment, via email or hard copy mail, by June 15, 2019.

Email: comments-intermtn-ashley@fs.fed.us (please put the name of the project your are commenting on in the subject line).

OR

Hard copy mail: Roosevelt-Duchesne Ranger District
Attn: Kristy Groves, District Ranger
P.O. BOX 981 (85 West Main)
Duchesne, UT 84021

Contact Us

Give us a call for more information about any of these projects.

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