General Implementation

- Allow vehicle travel for the purposes of dispersed camping within 300 feet of designated Forest roads and motorized trails except for the fen areas identified above, and near the intersection of NFSR 696 (Stoner Mesa) and Cty Rd 38. Close all trailheads to overnight camping except at Johnny Bull, Kilpacker, and Ryman Creek Trailheads.
- The final decision will be used to update the MVUM. The MVUM displays the motor vehicle designation for roads and trails according to vehicle class. Over-ground wheeled motor vehicles will be restricted to the routes shown on the MVUM. Designations for tracked vehicles are not addressed in this analysis and therefore are prohibited. Each road or trail will be assigned a system number to be displayed on the MVUM and on signs posted on the ground. It is the responsibility of the motor vehicle driver to follow the MVUM. Other maps such as topo maps and Forest Visitor Maps may aid in determining on-the-ground locations.
- Limit use of 62-inch trails to motorcycles, ATVs or UTVs that meet the width requirement. The MVUM would not identify these trails as open to full-size vehicles (including jeeps that are 62-inches wide).
- Manage all ML1 roads as stored roads not designated for motor vehicle use, except where such roads are also dual designated as trails and where/when those trail designations would apply. Trails with this dual designation may be temporarily closed to trail use for timber sales or other projects that require use of the stored road.
- Sections of road or trail may be realigned up to 500 feet on either side of the current trail tread in order to improve trail layout and maintenance. Sections of trail may be realigned for a variety of reasons, including avoiding wet areas, decreasing grade, adding drainage features, responding to trail slumping or damage, improving safety, or improving stream crossings. The specifications of realignments would be developed by the recreation trails specialist in consultation with engineering, archaeology, wildlife, and hydrology staff. Realignments would not affect allowable uses on the trails. Surveys and clearances may be needed for realignments. See Design Features below.
- Improve brochures and public information to explain topography and technical difficulty of trails for motorcycle riding. Information should list the state standard for sound (decibels, or relative loudness) and discourage use of trails by motorcycles with modified exhaust systems. Partner with CPW regional trails coordinator and user groups to design and produce brochures or other public outreach information. Continue to enforce regulations through the use of signs, physical barriers, and patrols. Promote “Tread Lightly” and “Leave No Trace” concepts for motor vehicle use.[1]
- National Forest roads and trails would be open to ATV and motorcycle operators and would be subject to the State of Colorado’s ORV “sticker” program, unless otherwise designated.

[1] The public is encouraged to “Tread Lightly” when selecting a campsite. The site should be on dry ground, some distance from a stream or pond. Driving to campsites should not cause muddy ruts. Campers are encouraged to pick up trash, bury human waste, and never leave a campfire unattended.

Design Features

General

1. Any new trail locations, authorized through decision by this analysis, are subject to final on-the-ground layout which includes consideration of wetlands, cultural resources, rare plants, weed control, user experience and future trail maintenance needs. New trail locations may need survey and clearance prior to trail construction. Any trails that are added to the motorized trail system but require construction or reroutes prior to being utilized by motorized vehicles must have construction completed prior to opening the trail for motorized use.

Incidental Tree Cutting in Colorado Roadless Areas

1. Tree cutting could occur for the purpose of constructing trail turnpikes on the northernmost 4 miles of the Calico NRT. In order to construct approximately 400 linear feet of turnpike, approximately 20 to 25 trees on site ranging in diameter between 8 inches to 16 inches could be cut. Both live and dead trees may be used, but the preference would be toward recent standing dead. Trees would not be taken from one location or in clumps; they would be harvested from dispersed locations adjacent to the project area.

2. In addition to the turnpike project, incidental tree cutting for trail maintenance may occur under all alternatives.

Trail Layout

1. Sections of road or trail may be realigned up to 500 feet on either side of the current trail tread in order to improve trail layout and maintenance. Sections of trail may be realigned for a variety of reasons, including avoiding wet areas, decreasing grade, adding drainage features, responding to trail slumping or damage, improving safety, or improving stream crossings. The specifications of realignments would be developed by the recreation trails specialist in consultation with engineering, archaeology, fisheries, wildlife, and hydrology staff. Realignments would not affect allowable uses on the trails. Surveys and clearances may be needed for realignments.

2. For trail realignments described above, trails would not be moved closer to streams occupied by federally-listed fish species, unless the re-alignment improves fish habitat. The fisheries biologist will be consulted prior to realignment that may occur with 0.5 mile of occupied streams.

3. New trail locations are subject to final on-the-ground layout which includes consideration of wetlands, cultural resources, rare plants, weed control, user experience and future trail maintenance needs. New trail locations may need survey and clearance prior to trail construction. Any trails that are added to the motorized trail system but require construction or reroutes prior to being utilized by motorized vehicles must have construction completed prior to opening the trail for motorized use.

Riparian and Wetlands

1. Refer to Table below for actions related to wetlands and trail re-alignments, reconstruction or development. In addition to the specific trails and locations listed in the table, new motorized trails would be constructed to avoid long–term adverse impacts to fens and wetlands. The

hydrologist would be consulted for the final layout of new trails, realignments, or infrastructure developments in proximity to fens or wetlands.

2. In addition to the actions and locations provided in Table 2.8, trail damage in fens, wetlands, across streams, or wet meadows will be a priority for trail maintenance or realignment. Where trail maintenance issues occur in these areas, actions to address the issue will occur in a timelier manner than places that are not connected to wet areas.

3. During implementation, if new fens or wetlands are located in proximity to roads or trails, contact the Dolores District hydrologist for field evaluation of the fen or wetland

4. Prior to bringing a ML1 out of storage and opening for use, Level 1 roads within 100 feet of wetlands and riparian areas would be considered under separate NEPA analysis associated with the project for which the road would be used, such as a timber sale. Field verification of wetland status would be needed and actions taken to protect wetland/riparian vegetation. This could include but is not limited to realignment, finding alternate routes, or decommissioning.

5. Prior to use, Level 1 roads within 0.5 mile of streams occupied by federally-listed fish species would be evaluated under separate NEPA analysis. Field verification of potential impacts to the streams would be needed and action taken to protect fish habitat. This could include but is not limited to realignment, finding alternate routes, or decommissioning.

6. Mapped fens in proximity to roads open for motor vehicle use would be closed to dispersed camping (fens are located along portions of FR534 (Lone Cone), 578 (Hermosa), 149 (Hermosa Peak), 578B (Tin Can Basin), 436 (Hillside Drive) and 545 (Taylor Creek).

Wildlife

1. In consultation with the District Wildlife biologist, allow the District Ranger to adjust seasonal closure dates annually, based on road, trail or wildlife habitat conditions or severe or mild winters or high precipitation summers.

2. If road or trail new construction, road construction, decommissioning or realignment activities are within ¼ to ½ mile of large cliff faces, or within ¼ mile of mapped or newly found raptor nests, or other migratory bird nests, contact the Dolores District wildlife biologist. The biologist will determine if timing restrictions or nest protections are needed.

3. Contact wildlife biologist if activities occur within riparian vegetation or stream channels (see also wetland Design Features above)

4. If new alignments or trails, or road reconstruction or decommissioning activities occur within ¼ mile of inactive mines (sensitive bat habitat, contact the wildlife biologist).

5. Although populations are currently meeting objectives for the DAU-E24[2], there has been a downward trend that could result in a dip below objectives in the future. The following adaptive management actions could be considered if that happens, or if CPW monitoring shows a need

[2] The Disappointment Creek Elk Management Area - Data Analysis Unit E-24 (DAU-E24) consists of GMUs 70, 71, 711, 72, and 73. It has an area of 5,055 square miles (3,235,200 acres) and encompasses portions of Dolores, Montezuma, Montrose, and San Miguel Counties (CPW, 2006)

(i.e., if elk populations drop below numbers set in the *Disappointment Herd Management Plan*). Separate NEPA analysis would be conducted if needed.

a. Augment forage/cover to mitigate potential issues with insufficient availability
b. Implement timing stipulations for critical areas
c. Modify recreational use temporarily within specific areas
d. Adjust tag numbers (state)
e. Collar and track elk to evaluate movements and identify causal affects (state and Forest Service)
f. Assess physiology of elk to determine causal affects (state and Forest Service)

Rare Plants

1. Necessary surveys for sensitive plants would be conducted before any ground disturbing activities that occurs in the implementation phase. Examples of ground disturbing activities includes trail reconstruction, realignment, new construction, and road or trail decommissioning. This is particularly important within and adjacent to wetland riparian areas and in alpine habitats. Implementation may be altered to avoid impacts to specific plant populations if found.

Weeds

1. Recreation staff would continue to coordinate with the noxious weeds specialist or range staff on treatment of invasive plant species along trails, at trailheads, campgrounds, and dispersed campsites.

Cultural Resources

1. Complete required cultural resource inventories and State Historical Preservation Office (SHPO) consultations before implementing any ground disturbing activities associated with this project. At each phase of implementation, require recreation or engineering staff to inform the district archaeologist about any ground disturbance. Require the district archaeologist to review maps and cultural resource surveys and consult with tribes or SHPO if the undertaking has the potential to effect cultural resources. Protect all cultural resource sites that are eligible for the NRHP, as well as those that require further work before a determination of eligibility can be made. When needed, protect sites from potential impacts by avoiding them or implementing other mitigations.

2. The District Ranger would be required to consult with the Tribes as deemed necessary by the Dolores District archaeologist when sites are discovered and/or impacted.

3. Maintenance activities should remain within the existing prism of roads and trails. Should maintenance activities be required outside of the existing prisms review the Cultural Resources report and contact the Dolores District archaeologist prior to ground disturbance.

4. EXEMPT UNDERTAKINGS OR TREATMENTS: The following classes of trail maintenance undertakings have little or no potential to adversely affect historic properties and are exempt from further review and/or consultation under the terms of this agreement. Forest Managers, planners and heritage staff are not required to notify or consult with the SHPO, tribes, or other parties about these classes of undertakings unless such managers, planners and heritage staff

have reason to believe that a specific undertaking may affect historic properties. Classes of exempt undertakings are:

a. Routine trail clearing of rocks and debris. This would include the removal of fallen trees and branches from the trail. Rocks and debris will be hand carried from the trail, and piled without dragging cross-country.

b. Trail maintenance within the existing trail prism, limited to the extent of the existing disturbance.

5. NON-EXEMPT UNDERTAKINGS OR TREATMENTS: The following classes of undertakings may have the potential to adversely affect historic properties. The cultural resource reporting and consultation process for these undertakings will be streamlined according to this agreement to expedite project implementation. Classes of trail maintenance undertakings that have the potential to affect historic properties include:

a. Any new ground disturbance associated with trail maintenance, including the following:
b. Trail re-routes
c. Trail construction outside of the existing trail prism
d. New water bar installation
e. New sign installation
f. Construction of grade dips and culvert installation
g. Reconstruction of failing switchbacks
h. Widening of narrow trail sections
i. Side slope benching
j. Construction of wetland crossings
k. Trail decommissioning

Livestock Operations

1. Modify grazing allotment annual operating instructions to allow travel along existing fence lines by ATVs, UTVs or small rubber-tired tractors or skid-steer loaders for construction or maintenance of authorized improvements. When appropriate, allow use of these vehicles to access springs, water sources, or salt placement areas.

2. Install trail cattle guards at all fence crossings on all new single-track, ATV or UTV trail and on existing trails as needed.

3. If trails create travelways for livestock in areas where vegetation currently restricts movement between pastures, construct a trail cattle guard and adjacent fence line as needed to ensure livestock don't use the new pathway to move between pastures.

Future Use of Level 1 Roads

1. Stored ML1 roads may only be opened and used for timber sales or other projects after appropriate NEPA analysis and line officer decision is made to convert the road to an open Level 2 road for that specific project. The NEPA analysis will also explain how long the road will be used, actions necessary to place the road back into storage and when that would occur.

Management of Mixed Use on Forest Roads (licensed and unlicensed vehicles)

1. Continue to implement actions described in the engineering Reports for Mixed Use Designation. This may include "Share the Road" signs, "Not Recommended for Trailers" signs, reflective markers at curves, and/or brushing. Roads for which actions were identified are NFSRs 435, 436, 496, 533, 534, 535, 545, 547, 578, 611, 686, 692, and 727.

Road Decommissioning

1. Use the Implementation Tree below and the decommissioning strategies listed in the project file for road decommissioning. Monitor progress toward restoration to a natural state.

Decommissioning Implementation Tree

Except for specific roads identified above, follow these steps when decommissioning roads.

1) Conduct field checks to verify location and condition of routes. Determine whether ground- disturbing techniques are necessary for revegetation by implementing the following If-Then scenarios:

   a) If ground is moderately compacted; some grasses or shrubs are growing on the route; or water drainage is acceptable,

      i) Then block access (maybe on sections of route only) by,
         (1) Signing

         (2) Placing boulders
         (3) Falling trees across entrance

         (4) Planting trees or shrubs Disguising the entrance

   b) If ground is highly compacted; there is little vegetation; a drainage is causing erosion; or sedimentation in adjacent water bodies,

      i) Then use a ground disturbance technique such as

         (1) Scarifying or ripping

         (2) Adjust depth to amount of compaction by
         (3) Scratching (subsoiler)

         (4) Digging down 6 inches
         (5) Digging down 12 inches (only if very highly compacted)

         (6) Turning up rocks (as little as possible in rocky soils) (visuals and safety)

         (7) Ripping parallel to the contour, not parallel to the route

         (8) Re-contouring at drainage crossing with a dozer

         (9) Drill seeding

   c) If people drive around entrance closures or across areas that have been scarified, Then install larger barriers by,

(1) Installing a berm

(2) Back away from intersection

(3) Build it high enough to block traffic

(4) Installing large rocks

(5) Installing large brush piles

(6) Installing rocks or barriers at multiple places along the route to discourage use

If making physical changes,

1. Blend and blur linear road feature with the surrounding landscape
2. Remove any drainage structures such as culverts

Conduct public outreach by,

1. placing sign at entrance to area explaining why ground disturbance is happening
2. publishing media information about the project
3. placing closures behind popular dispersed campsites
4. contacting the public in the field