

2022-2023
Off-Highway Vehicle Program
State Trail Grant Application



COLORADO
Parks and Wildlife
 Department of Natural Resources

Name of Project: Trail Maintenance for Yankee Hill Access

Date of Application:
 12/01/2022

(Please limit the project name to 5 words or less)

Total Project Cost: \$344,585.00

Grant Request: \$344,585.00

(round off to the nearest \$1)

Amount Requested (round off to the nearest \$1) must match the Project Budget Form.

PROJECT SPONSOR (Name and Address for entity legally responsible for project)

Organization Name: Residents of Upper Pisgah Lake Road

Mailing Address: 137 Mackey Mine Rd, Idaho Springs, CO 80452

Fax: N/A

Telephone: 330-473-5096

Email: UpperPisgah@gmail.com

OFFICIAL USE ONLY – DUNS # (IF REQUIRED):

PROJECT CONTACT

This is the person with day-to-day responsibility for the managing the project, ensuring the contract scope of work will be fulfilled. Please notify us if *Project Contact* changes.

Name: Melissa Pierce

Title: Neighbor

Mailing Address: 137 Mackey Mine Rd., Idaho Springs, CO 80452

Telephone:

Fax:

Email: mechanic.mel@gmail.com

330-473-5096

N/A

Is this the primary contact for this grant: **YES** NO

PROJECT CLOSE-OUT CONTACT

This is the person responsible for submitting receipts for project spending and close-out. Please notify us if *Project Contact* changes.

Name: Melissa Pierce

Title: Neighbor

Mailing Address: 137 Mackey Mine Rd., Idaho Springs, CO 80452

Telephone: 330-473-5096

Fax: N/A

Email: mechanic.mel@gmail.com

GRANTS & AGREEMENTS SPECIALIST (USFS only)

Name:		Title:
Mailing Address:		
Telephone:	Fax:	Email:

PROJECT LOCATION

Nearest Town or City: Idaho Springs and Central City

County(ies): Gilpin and Clear Creek counties

Township/Range/Section: Gilpin County: Townships 08, 09, 05, 04, Range 73W
Clear Creek County: Township 05, Range 73W

State Senate District #: District 8

State Representative District #: District 49

LAND OWNERSHIP

1. Provide the name/s of the property owners:

Don and Melissa Pierce
Frank Bianco
Charles Roberts
John Weaver
Greg and Kim Graham
David and Becky Campbell
Shawn and Chantelle Shoaee
Jeff Payne
Jim Hudak
Rick and Rebecca Roberts

2. The trail corridor is controlled by: ☐ Fee Simple ☐ Lease ☒ Easement ☐ License
☐ Right-of-Way ☐ Land Acquisition Ownership to be obtained ☐ Other (explain): _____

TRAIL SYSTEM INFORMATION (List the number of miles for each type of OHV trail in your area)

Miles of Singletrack: 2.1 miles	Miles of 50" or less: 0	Miles of Full-sized: 2.7 miles
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TRAIL USER INFORMATION (Please check all that apply to the work planned for this project)

<input checked="" type="checkbox"/> All-Terrain Vehicle	<input checked="" type="checkbox"/> Side x Side	<input checked="" type="checkbox"/> Full Sized 4X4
<input checked="" type="checkbox"/> Motorcycling	<input checked="" type="checkbox"/> Four-Wheeling	<input checked="" type="checkbox"/> Accessible Access

PROJECT INFORMATION (Please check all activities that apply to this project.) Include detailed information for each in the Project Scope of Work.

<input checked="" type="checkbox"/> Trail Maintenance	<input type="checkbox"/> Travel Plan Implementation
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<input type="checkbox"/> *New Trail Construction miles / ft. _____ (Approved through Travel Mgt Decision)	<input checked="" type="checkbox"/> Resource Protection & Improvement
<input type="checkbox"/> *Major Re-Route miles / ft. closed _____ (that will require new or additional <i>environmental</i> approvals) miles / ft. added _____	<input checked="" type="checkbox"/> Signs
	<input type="checkbox"/> Youth Corps
<input type="checkbox"/> Restoration/Rehabilitation (existing corridor)	<input type="checkbox"/> Planning
<input type="checkbox"/> Visitor Contacts & Law Enforcement	<input type="checkbox"/> Capital Equipment
<input checked="" type="checkbox"/> Education	<input type="checkbox"/> Land Acquisition or Other

*** New Trail Construction & Major Re-Route:** Trail location(s) must be indicated on project map and detailed description of trail work plans must be provided in Project Selection Criteria, Section D-1, #3 Resource Protection, Enhancement & Restoration

TRAIL ACTIVITIES SUMMARY (Based on your project description and budget, provide the percentage for each of the categories listed below.)

% of Budget	Program maintenance (e.g., erosion controls, water bars and culverts, trail clearing and brushing, trail hardening and trail tread repairs, bridge construction and repairs, trailhead improvements and maintenance, crew wages, etc.)
50%	
10%	Enforcement, Education & Visitor Contacts (e.g., patrols, enforcement, education and visitor contacts, wages, safety contacts, equipment, etc.)
10%	Planning & Travel Plan Implementation (e.g., planning, engineering, maps, inventorying, travel management signs & installation, decommission non-system routes, rehabilitation, new construction, wages, monitoring, etc.)
30%	Equipment /Materials/ Signs/ Youth Corps/Miscellaneous (e.g., equipment maintenance and repair, personnel training, certification in the use of specialized equipment, program coordination, etc.)
100%	Total: (Note: Percentages should add to 100 %)

SCOPE OF WORK – Project Description:

Project Name: Trail Maintenance for Yankee Hill Access	Project No.: (to be completed by CPW)
Project Sponsor: Tom Metsa, OHV Program Manager	Application Year: 2022-2023
Project Contact: Melissa Pierce	Application No.: (to be completed by CPW)
Total Project Cost: \$344,585.00	Grant Request: \$344,585.00

TRAIL MAINTENANCE FOR YANKEE HILL ACCESS

Project Scope of Work

Introduction:

This project will be completed by a community of private residents that live in the project area, called locally "Residents of Upper Pisgah Lake". Currently, these residents pay out-of-pocket to buy materials and equipment to maintain the forest service roads throughout each year. Several residents own older snowplows and tractors, others have donated funds and volunteered hours to maintain the roads. Each spring, the residents collect donated monies to purchase several loads of road base material and rent a large road grader, they volunteer time as CDL drivers to deliver the materials and operate the heavy equipment. Our neighborhood loves the National Forest and the opportunities for recreation that are available to public and private land users, we behave as stewards for the environment.

Our neighborhood is part of a Homeowners Association (HOA) - the Gilpin and Clear Creek Landowners Association. A large majority of the property owners included in the HOA live lower in York Gulch where Clear Creek County maintains the roads and so the HOA has not prioritized the upper neighborhoods for grant actions. We are acting independently to support the access roads to the recreational areas surrounding our private residences.

Although all the residents in the Upper Pisgah Lake area will participate in completing the project, Melissa Pierce is the main point-of-contact and will handle any paperwork or logistical requirements.

Project Location:

The project area is located along the boundary between Clear Creek and Gilpin Counties, with a majority of the work area within Gilpin County. The entire project area is within the Clear Creek Ranger District of the United States Forest Service and this is the agency responsible for the maintenance of all the roads under this project's scope of work. The area is accessed from two primary directions - (1) Exit 238 from Interstate 70 for Fall River Road leads to York Gulch Road which provides access to Bald Mountain Lane and Pisgah Lake Road; and (2) From Central City, the area can be accessed using off-road trails through Columbine Campground and Bald Mountain Lane. The trail maintenance work begins on Bald Mountain Lane at the intersection of King Flats Road to the intersection at Pisgah Lake Road. Work continues north on Pisgah Lake Road to the intersection of Yankee Hill Trail.

Project Description:

Our goal is to provide an improved maintenance program for the trails in our area. As residents, we feel a sense of responsibility and stewardship of the land and resources. We are limited by our own contributions and believe that support from your grant program would be imperative to improvement of trail maintenance. By improving the degree to which the access roads and trails are maintained, we will be increasing emergency access to the areas. This would allow fire department personnel to rapidly address wildfires, house fires, and provide fire mitigation to a greater breadth of land. Additionally, emergency medical services and law enforcement would have safer access to injured or threatened persons (both public land users and residents).

In addition to the improvement of trail maintenance, three Trail Education Points (TEP) would be set up at major intersections in the project area. The TEP would include a large map of the vicinity showing approved Motor Vehicle Use Routes from the Forest Service, residential zones, camp sites, offloading areas, trails in the area (offroad, biking, hiking, etc), and topography. Additionally, the TEP would provide USFS Motor Vehicle Use Maps and other local information brochures for public land users to take with them. TEPs will improve safety for all recreational land users and

residents alike by educating those unfamiliar with the area. Additionally, TEPs encourage public land users to respect the environment and trails.

To provide this level of road maintenance throughout a calendar year requires heavy equipment and materials. Residents of the Upper Pisgah Lake Neighborhood would volunteer the labor necessary to complete the project throughout the duration of 2023. Tasks include:

- TEP would be set up at three major intersections:
 - *The Octopus*: Intersection of Bald Mountain Lane and Pisgah Lake Road
 - *The Squid*: Intersection of Pisgah Lake Road and Columbine Campground Road
 - *The Ballfield*: Intersection of Pisgah Lake Road and Yankee Hill Trail
- The roads would be graded and repaired a minimum of once per quarter (four times per year) to level the ground surface and repair drainage ditches.
 - Requires purchase of heavy equipment, tools, road cones/safety barriers, and high-visibility clothing for volunteers.
 - A total length of 4.8 miles of roads/trails will be maintained under this project.
 - Purchase of one road grader
 - Purchase of 10 safety road cones (to inform drivers of work on the road, road cones will not be used to close any roads or trails at any time)
 - Purchase of 15 high visibility safety vests to be worn by volunteers (residents)
 - Purchase of 10 shovels and 5 mattocks for volunteers to complete hand repairs of trails and roads
- Volunteers will provide indefinite labor hours throughout 2023 to ensure the project work is completed.

A photolog and technical memorandum depicting the before and after conditions of project activities will be provided as a final deliverable. No other deliverables will be provided under this project.

Project Timeline:

Project work will begin in early 2023 with procurement of necessary supplies and scheduling of volunteer hours for future field activities. Quarterly repairs and maintenance schedule is weather-dependent and tentatively set as:

- Quarter 1: Late March or Early April 2023
- Quarter 2: July 2023
- Quarter 3: September 2023
- Quarter 4: Late November or Early December 2023

TEPs will be erected during Quarter 2 repair and maintenance activities.

The project field work will be completed for 2023 by mid-December 2023 and the final deliverable will be provided by January 1, 2024.

Program Funding Acknowledgement:

The Colorado OHV Program will be described in each TEP and incorporate the *Colorado Registration Dollars at Work* logo.

DEFINITIONS:

Trail Education Point (TEP) - A large, public sign with small roof overhang depicting area information and providing background on the project funding source.

Photolog - A side-by-side comparison of conditions pre-project and post-project.

Budget Form

Project Name: Trail Maintenance for Yankee Hill Access			Date Project will be Completed:	December 2023
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Project Sponsor: Tom Metsa, OHV Program Manager

ITEMS LISTED IN THE BUDGET BELOW SHOULD BE SPECIFIC AND CORRESPOND TO THE PLANNED ACTIVITIES INDICATED IN THE PROJECT DESCRIPTION (SCOPE OF WORK) IN YOUR GRANT APPLICATION. (Round amounts off to nearest dollar)

PROJECT FUNDING SOURCES <small>List all sources and amounts of project funding in this section (insert additional lines if needed)</small>	CASH	In-Kind (Non-Cash) Contributions	TOTAL
OHV Grant Funding (amount of requested OHV grant funds only)			\$ 344,584.48
Other Funding Sources <small>List other sources of project funding, here, and for what the funding will be used. (insert more lines if needed)</small>	\$ -	\$ -	\$ -
Example: To provide additional Salary, Materials, and/or Equipment	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -
USE OF GRANT FUNDING		TOTAL PROJECT AMOUNT	\$ 344,584.48

List uses of grant funding (only) below

I. Personnel Costs			
<small>Identify as: Salary/wage, benefits, *travel, training, outfitting costs, personal protection equipment, etc. Non-Profit organizations will be required to purchase</small>			
None - Volunteer Hours	\$ Per Hr		Total Cost
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
	#DIV/0!	Category Total	\$ -

For CPW use only: Approximate number of workhours

II. Project Materials/Supplies			
<small>Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.</small>			
	Price Per	Quantity	Total
Trail Signs (outdoor bulliten board)	\$ 840.00	3	\$ 2,520.00
Shipping for Trail Signs	\$ 253.93	1	\$ 253.93
Poster Signs (Trail maps)	\$ 37.50	3	\$ 112.50
Shovels	\$ 25.00	10	\$ 250.00
Mattocks	\$ 40.00	5	\$ 200.00

			Category Total	\$ 3,336.43
III. Equipment <u>Identify as:</u> Trail Dozer, ATV, motorcycle, chainsaws, field equipment rentals, equipment fuel and repairs, fleet vehicle operations, etc.				
Motor Grader	\$ 325,000.00	1	\$ 325,000.00	\$ 325,000.00
Delivery of Motor Grader	\$ 10,000.00	1	\$ 10,000.00	\$ 10,000.00
Diesel Fuel (per gallon)	\$ 5.00	100	\$ 500.00	\$ 500.00
Spare Parts	\$ 5,000.00	1	\$ 5,000.00	\$ 5,000.00
			Category Total	\$ 340,500.00
IV. Contracted Services <u>Identify as:</u> Youth Corps, NEPA, planning, engineering, construction contractor/subcontractor costs				
None	\$ -			\$ -
	\$ -			\$ -
	\$ -			\$ -
			Category Total	\$ -
V. Volunteer Support <u>Identify as:</u> <i>For Volunteers Only</i> Safety education, safety gear (gloves/goggles), outfitting, per diem (meals or mileage when travel required by and identified in project scope of work), non-monetary awards or recognition.				
Safety Gear - High-Visibility Vest	\$ 11.00	15	\$ 165.00	\$ 165.00
Safety Cones	\$ 25.90	15	\$ 388.50	\$ 388.50
Safety Goggles	\$ 12.97	15	\$ 194.55	\$ 194.55
			Category Total	\$ 748.05
VI. Insurance (Non-profit organizations only)				
None- Volunteer	\$ -			\$ -
			Category Total	\$ -
VII. Grant Administrative Costs (Non-profit organizations only) <u>Identify as:</u> administrative costs, office supplies, postage, phone charges, computer & printer supplies, etc. (Up to 5% of amount spent)				
None- Volunteer	\$ -			\$ -
	\$ -			\$ -
			Category Total	\$ -
* Non-profit organizations that reimburse travel expenses will be required to use OHV Program Travel Forms - provided upon request				
Note: Any changes to the budget must have pre-approval from the Program			Total	\$ 344,584.48

FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

The applicant is responsible for securing all necessary permits, licenses, clearances, and environmental analysis documentation necessary to comply with local, state, and/or federal laws.

Project Name	Trail Maintenance for Yankee Hill Access	Project Sponsor	Tom Metsa, OHV Program Manager
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As the official responsible for management of the land on which the project will be accomplished, I agree to the following:

1. The project as described in this application has my approval.
2. The project is located on federal public lands and is in conformance with the appropriate Forest Management Plan, BLM Resource Area Management Plan or other decision document titled:

N/A	Date:	N/A
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3. A decision has been issued as part of the NEPA environmental review process.

Date and title of document:

N/A

If not, please state reason and the estimated date when NEPA will be complete. [No funds will be distributed until any required NEPA documentation is completed.]

NEPA is not applicable for maintenance of current roads. No new construction or demolition will be completed under this project scope of work. Additionally, a qualified Environmental, Health, and Safety Officer will be on site as a volunteer to ensure there are no impacts to the environment and the safety of volunteers is protected.

For more information contact:

Melissa Pierce, Project Point-Of-Contact (330) 473-5096 UpperPisgah@gmail.com

4. The next planning process that may affect this project is planned for (date).

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Print or type Land Manager's Name and Title

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Land Manager Signature and Title



Date

NON-FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

The Applicant is responsible for filling out this TOP portion of this page ending at "Applicant Environmental Checklist". The applicant is also responsible for securing all necessary permits, licenses, clearances, and environmental analyses documentation necessary to comply with local, state, and/or federal laws.

Project Name	Trail Maintenance for Yankee Hill Access	Project Sponsor	Tom Metsa, OHV Program Manager
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The project described in this application has my approval.

 	November 1, 2023
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Owners or Authorized Person's Signature and Title **Date**

Melissa Pierce, Neighbor and Project Point-of-Contact

Print or type Owner's or Authorized Person's Name and Title

APPLICANT ENVIRONMENTAL CHECK LIST

Describe the process (es) or efforts you have made to review potential wildlife and environmental impacts of your project as concisely and specifically as possible. Include any relevant information in each of the category questions listed below and indicate which question you are answering. Examples are given of the types of information that may be valuable. If a question is not applicable to this project, please write "N/A" and state your reasoning.

- Species of Concern:** Is it likely that plant and/or wildlife species of concern are present on the proposed project site?
 - Federally listed, threatened, and/or endangered species
 - Species that are rare or have limited range in Colorado
- Habitats and their Values:** What habitats are present and how important, productive, or pristine is the wildlife habitat in the project area?
 - Describe habitats that are present and others that are adjacent to them
 - Existing development or human impacts to the proposed project area?
 - Critical habitat for a particular species, or an area with high value for nesting, feeding, or calving
- Potential Impacts:** List, in bulleted form, the proposed project activities. Then, describe how the project activities will, or potentially may, impact vegetation and/or wildlife. Include both short-term (during project activities) and long-term (impacts to habitats) effects.
 - Disturbance of sensitive species
 - Impacts to species during rest, feeding, or reproductive cycles
 - Encroachment, loss or reduction of habitat(s)
 - Intrusion into areas with little existing human impacts

Continued next page . . .

4. Mitigation: How will these impacts be addressed?

- Alternative design or trail route selection
- Timing of project activities
- Screening or users from wildlife area, protection of critical habitat, channeling use through less sensitive areas
- Improvement (i.e., restoration) to habitat areas upon project completion

5. Benefits: List habitat improvements such as restoration of wetlands, river corridors, and trail areas; restriction of recreationalists from sensitive areas; environmental or recreation education efforts.

- Education of users through environmental education programs, opportunities for “watchable wildlife,” and monitoring of wildlife impacts
- Reroute trails away from sensitive habitats

6. Environmental Compliance: Describe regulatory compliance, applicable permits and/or agency concurrence procedures that are, or are not required, and why.

- Migratory Bird Treaty Act (i.e., nesting habitats will not be impacted by the project due to the project’s timing or, surveys for nesting birds will be conducted prior to activities and, activities that may impact active nests will be postponed)
- Concurrence from USFWS for effects determinations (or rationale for why no such concurrence is required)
- US Army Corps of Engineers 404 permits
- Compliance with raptor guidelines recommended by Colorado Parks and Wildlife

Principle source of information: (e.g., Colorado Parks & Wildlife, Colorado Natural Heritage Program, local agency, staff biologist, consultant)

Printed name, title and telephone number of person consulted:

Signature of person consulted:

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PROJECT SELECTION CRITERIA

Carefully read and provide answers to each of the following four criteria (four page maximum):

All applicants must respond to the following selection criteria questions. You are allowed the space below each question to fill in your answer. If you have an answer that does not fill the entire page, do not feel obligated to fill the space. This application will be scored on a 100 point basis. The maximum number of points that can be awarded for each question is shown in parentheses. Each project will be reviewed by outside reviewers and State Trails staff, and projects will be ranked according to reviewer and staff scores. Failure to provide a response to any question (unless otherwise noted) will reduce your project's score. Please reference all attachments.

1. Need for & Benefit of the Project (25 points):

- What specifically will the project accomplish?
This project is intended to provide a better means of ingress and egress to OHV recreational areas and residential homes alike, and educate recreational land users on the amenities of the area.
- How will the project protect or improve riding opportunities?
This project will protect current trails and access roads to the nearby OHV recreational areas by maintaining those pathways. If we are approved for the Good Management Trail Program, then improved access to OHV areas and education on location of OHV areas will be made available to recreational users.
- Will it provide essential maintenance to keep OHV riding opportunities available? Please describe maintenance history for this specific area.
Without residential contributions, these roads and trails are almost never maintained. After interviewing residents who have lived in the area for 20+ years, maintenance has been completed by the USFS on no more than five occasions. During wintertime, the OHV areas are completely inaccessible unless residents provide snow removal.
- Describe how this project will foster and promote a satisfactory and challenging riding opportunity for OHV enthusiasts?
Many OHV enthusiasts are not aware of the web of trails available to explore near Yankee Hill, Columbine Campground, Apex, Loch Lochmond, Mammoth Gulch, and Pickle Gulch. Education provided under this project would open up many more opportunities to recreate with OHV in lower traffic areas. Additionally, improving the road maintenance that is currently done will allow traffic to flow in both directions - north-south along Pisgah Lake Road and east-west along Bald Mountain Road.
- Why is this project a priority at this time?
A contract has been awarded to complete major road work in the same areas that residents target to maintain (Contract Award: 1240LT22Q0138). Residents act as stewards of the land in these areas. This grant program would support the residents in maintaining the work completed by the government contract award.
- Provide an estimate of how many and what types of OHV enthusiasts will benefit from the project?
Hundreds of OHV enthusiasts visit this area every weekend, including full-size 4x4s, side-by-sides, all-terrain vehicles, utility vehicles, offroad motorcycles and dirtbikes.

In addition to OHV enthusiasts, other users would benefit from the improved trail and roads, including: horseback riders, hikers, and bicyclists.
- Describe how this project will provide long term value and sustainability?
Once the education points are set up, they will need to be restocked with brochures and periodically checked for maintenance. After initial equipment purchase for roads, items can be reused until they are removed from service (lifetime of the item).

Maintaining the investment provided by the government contract award (Contract Award: 1240LT22Q0138) ensures sustainability of the improvements to the roads and trails. This provides a long-term value to the OHV area and recreational users that visit the area.

2. Partnerships, Support and Leverage (25 points):

The Residents living in the neighborhood of Upper Pisgah Lake will perform all work related to this project using indefinite volunteer hours. Residents have already coordinated with local law enforcement and county commissioners in both Clear Creek and Gilpin counties and have requested that the counties annex Bald Mountain Lane and Pisgah Lake Road. Although the annexation has not moved forward, a contract has been awarded to a local contractor to do major road work to Columbine Campground Road (FS 739.1) and some work along Pisgah Lake Road (Contract Award: 1240LT22Q0138). The residents want to contribute to these government efforts by continuing to maintain the roads and stepping up that maintenance using resources from this grant program. We are specifically applying for support from the Good Management Trail Crews program.

Historically, residents have donated over \$30,000 in personal funds to purchase road base materials and rent heavy equipment. Thousands of hours of labor has been volunteered over the past 20 years. Residents purchase and maintain their own snow plows to keep roads open in the winter time and allow access to recreational OHV areas.

3. Resource Protection, Enhancement and Restoration relative to eligible OHV grant activities (25 points):

This project will promote the protection of environmental resources by educating public land users of the topography of the area and where camping is allowed. Maps will depict areas that are under restoration by the USFS so that recreational users can be informed of areas to avoid. TEPs will have information on Leave No Trace and Stay the Trail.

There are no areas that would require revegetation under this project scope of work. However, using the equipment and tools purchased, drainage along trails and roads will be improved to minimize erosion.

Maintenance of the trails and access roads is critical to local emergency services and response from law enforcement. This project will help ensure the safety and health of public land users and residents alike.

Large Equipment Purchases, Maintenance and Disposition:

Large Equipment purchased with OHV funding must have commitment to Long-Term Maintenance and Operations and must only be used for OHV Trail Maintenance Activities. When not in use, equipment will be made available for use on other OHV projects currently or previously supported by CPW. When equipment is no longer in use or needed, it should be passed on to another OHV Club, the BLM or Forest Service, or returned to CPW to insure continued OHV trail maintenance activities. Describe provisions to be made for the following:

- Who will be responsible for the operations and maintenance of the equipment?
Don and Melissa Pierce. Don is a mechanic with an Associates Degree in Applied Science for Automotive Technology and will be responsible for maintenance.
- What is the expected annual budget for operations, maintenance and fuel?
Annual maintenance, operations, and fuel will be purchased by residents after the end of the project. An initial purchase of Spare Parts up to \$5,000.00 is requested as part of this proposal to support ongoing maintenance and repairs. Spare Parts will include replacement fluids, and replacement parts for items commonly worn out (e.g., brakes).
- How many (machine) hours are needed to maintain the trail system?
Per quarterly event, 150 machine hours are expected at a minimum.
- What is the expected annual cost for future operations and maintenance and will that be dependent upon additional OHV grants?
Costs for future operations and maintenance will not rely on additional grants but will be funded by residents.
- What is the plan for equipment when not in use or when no longer needed?
It is not anticipated that the equipment will ever not be needed in this area. When it is not in use (between quarterly maintenance events), it will be stored on private property away from the view of the public and locked.

4. Travel Management Plan Implementation, Education and Enforcement (25 points):

Education

- Describe the educational components of the project and how this will specifically benefit OHV riders, as well as other area visitors and residents.
TEPs will be set up at three different intersections throughout the area that provide a large viewable map of the area and educational materials including brochures and maps. The TEP will include information on the Colorado OHV program, Leave No Trace, and Stay the Trail.
- Explain how this project will encourage responsible use through education.
Once OHV enthusiasts and other public land users are educated and informed of the environment they are exploring, then they are more prepared for the risks they may face in the wilderness and how to be stewards of the land.
- Does this project use or provide educational tools such as maps, signs, brochures, kiosks, or patrols to educate riders? If so, explain.
The information provided in the TEPs will be available to all OHV riders. In addition, residents would volunteer time at the intersections to hand out maps in both spanish and english during busy weekends in summer months.


D-2

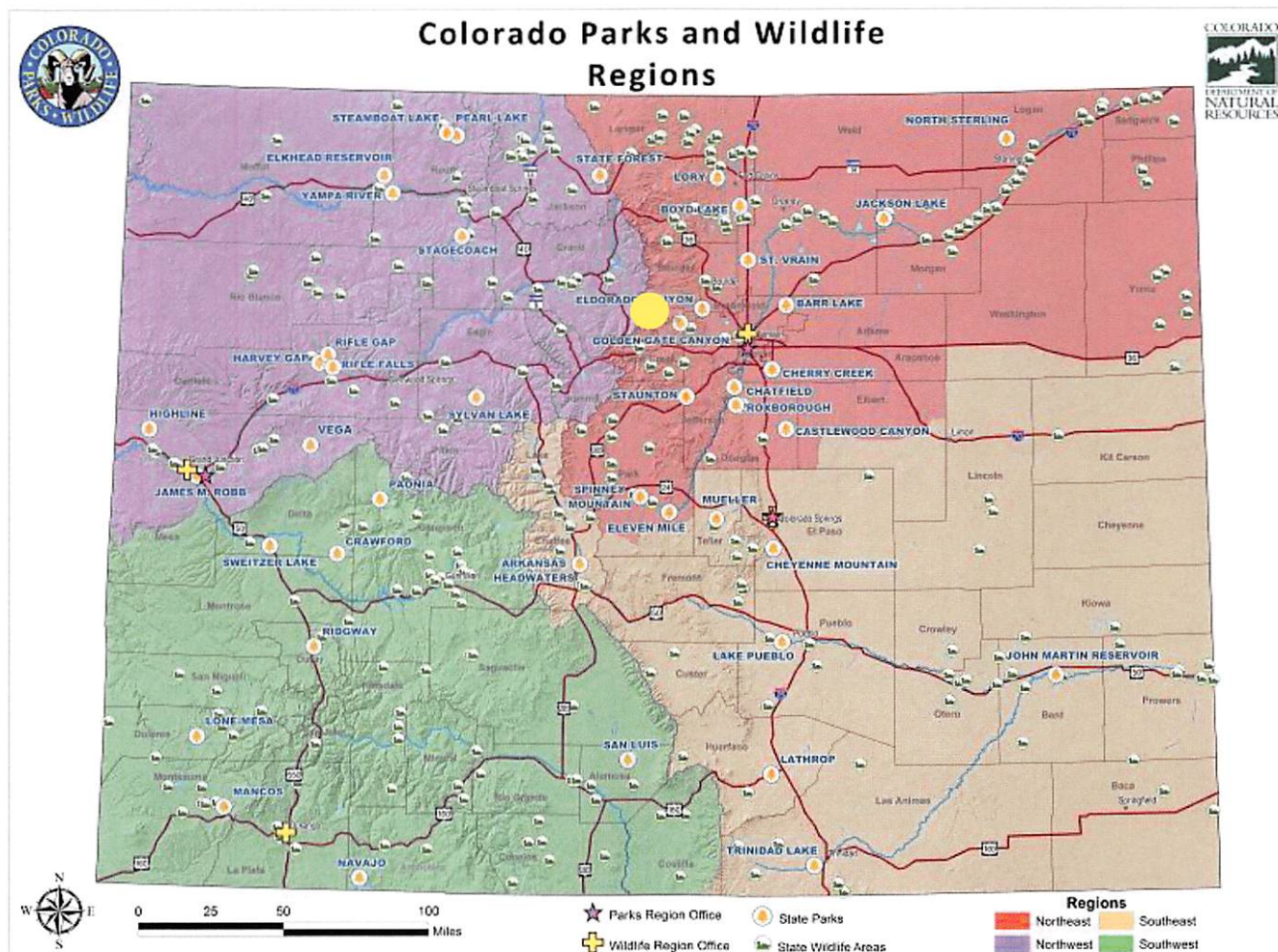
Land Acquisition Grant – Supplemental Criteria

There are no land acquisitions planned for this project. This section does not apply.

There are no land acquisitions planned for this project. This section does not apply.

E-1 Vicinity Map & E-2 Project Site Map

E-1 Vicinity Map: Please mark the vicinity where the project is located on the map below.
(marked with )



E-2 Project Map: Please provide a map identifying the specific trail-work area or project site.
(Make 12 copies to include in your application packet)

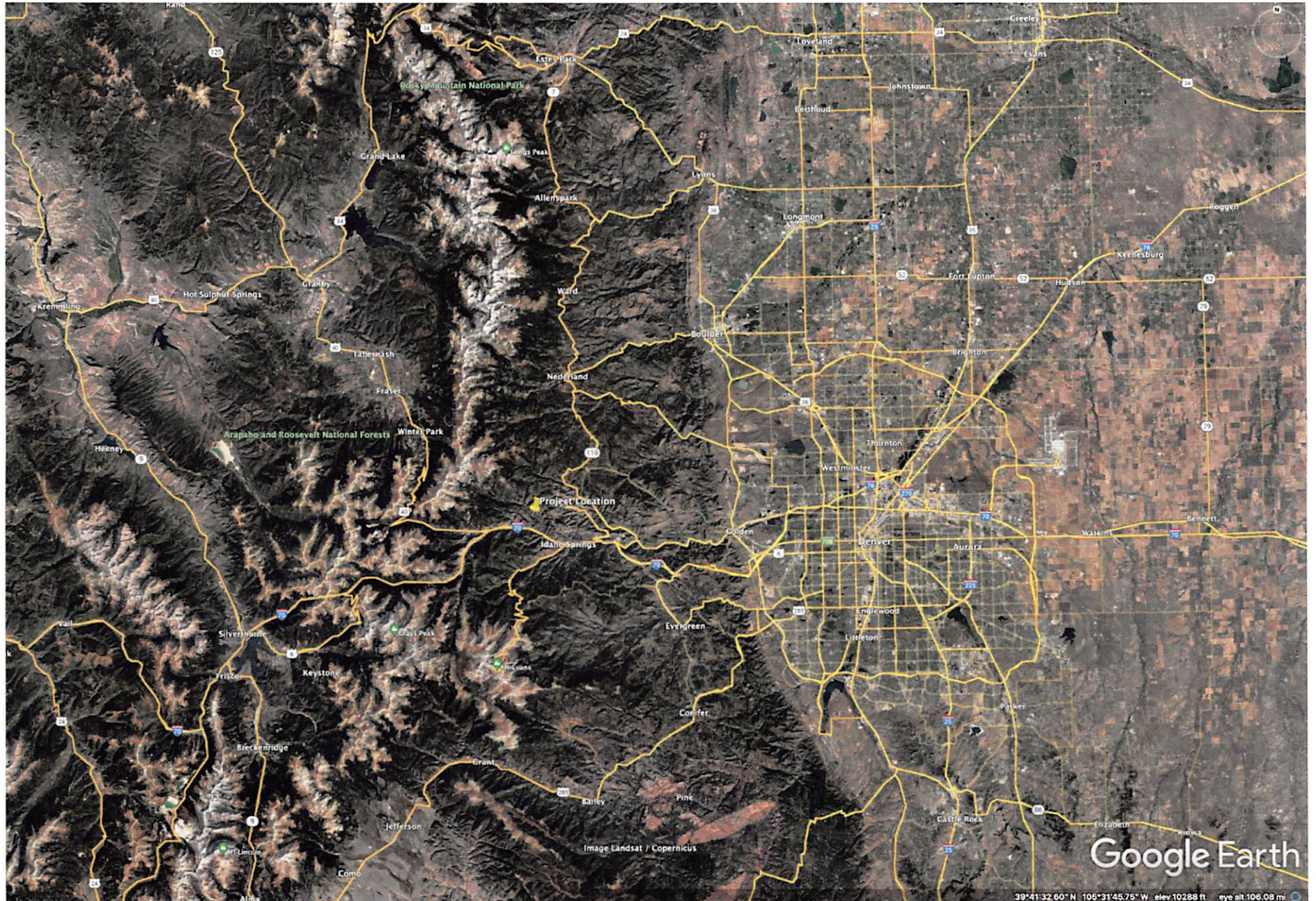
1:24,000 scale map OR a Motor Vehicle Use Map (MVUM)
That clearly shows roads, trails, streams, management area boundaries, and other significant natural and developed features in the vicinity of the project.

(F) Project Illustration

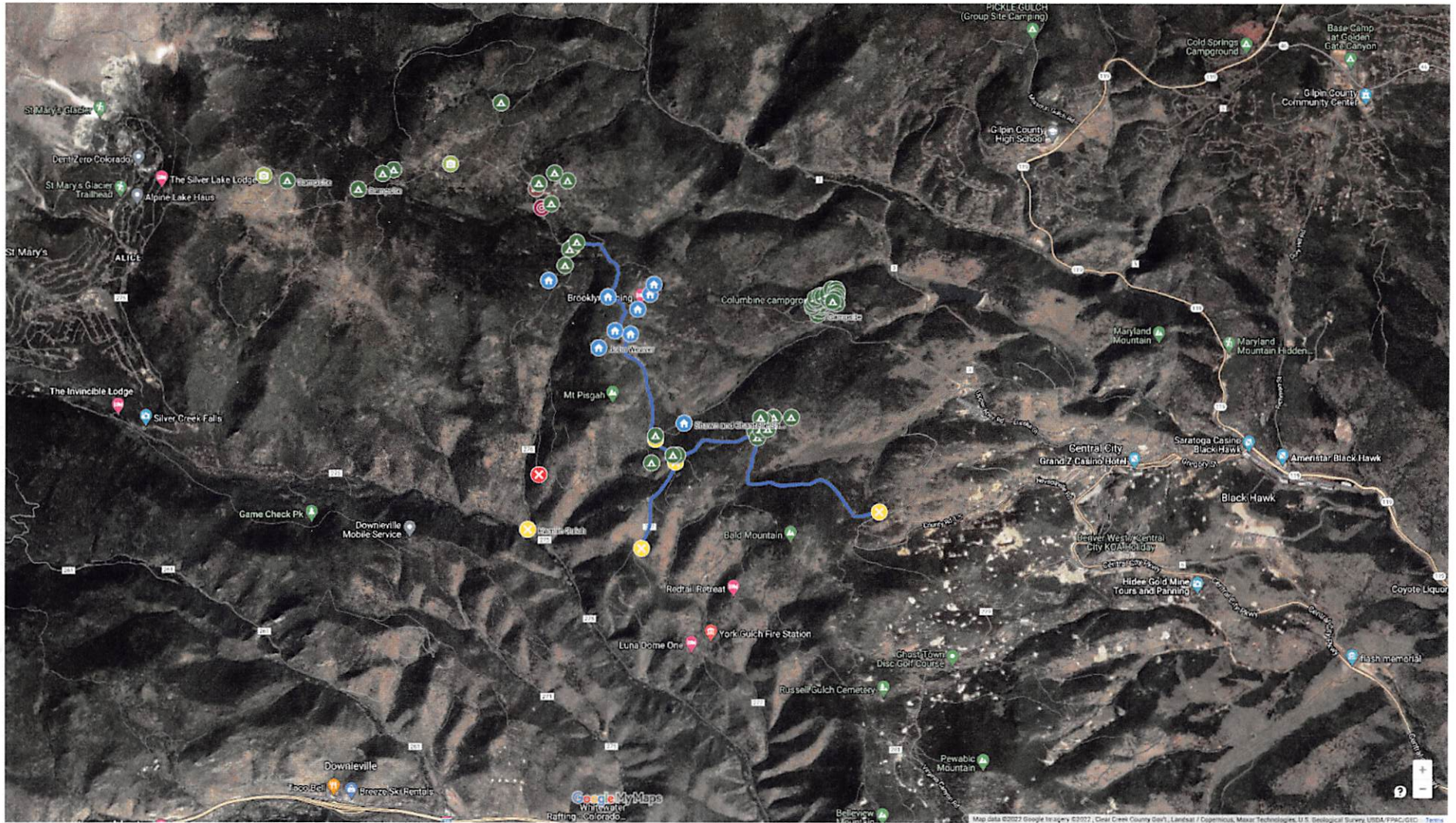
Please find the following included as Project Illustrations:

- Project Location
- Project Map
- "Before" Photos








Project Location:




Project Map:



Legend:

-  Campsite
-  Neighbors
-  Intersections
-  Trail/road maintenance areas
-  Quartz Mine
-  Yankee Hill Overlook
-  Hamlin Gulch impassable
-  Shooting Range
-  Meadow

“Before” Condition Photos:

<u>Photo</u>	<u>Description</u>
	<p>County Maintenance End (Overlooked Way) looking north up York Gulch Road</p> <p>Captured November 2022 iPhone 14 Pro Max Camera</p>
	<p>Octopus Intersection looking East up Bald Mountain Road</p> <p>Captured November 2022 iPhone 14 Pro Max Camera</p>



Octopus Intersection looking North up Pisgah Lake Road

Captured November 2022
iPhone 14 Pro Max Camera



Squid Intersection looking North up Pisgah Lake Road

Captured November 2022
iPhone 14 Pro Max Camera



Problem Area - Bald Mountain Road between campsite areas and Bald Mountain End:

Road must be widened to accommodate full-size vehicles and emergency services. Road must be leveled to allow for effective water drainage.

Captured November 2022
iPhone 14 Pro Max Camera



Problem Area - Between Squid and Octopus Intersections:
Potholes, washboards, and road deteriorations must be repaired.
Road must be widened to accommodate emergency vehicles.

Captured November 2022
iPhone 14 Pro Max Camera



Problem Area - Pisgah Lake Road between Pisgah Lake and Squid Intersection:

Two large low-lying areas must be leveled to allow proper water drainage and prevent vehicle damage.

Captured November 2022
iPhone 14 Pro Max Camera



Problem Area - Pisgah Lake Road near Pisgah Lake:
This area must be graded to lessen the slope of the hill and allow drainage along the sides of the road instead of sheet erosion across the road surface.

Captured November 2022
iPhone 14 Pro Max Camera



Problem Area - Corner of Pisgah Lake Road at Mackey Mine Road:
Road is steeply angled in the corner due to abuse from public land users. This angle must be leveled and the road widened to allow other vehicles to turn the corner without damage.

Captured November 2022
iPhone 14 Pro Max Camera



Problem Area - Between Ballfield Intersection and Fireweed Lane:
Low-lying area should be leveled and widened to allow drainage of
standing water.

Captured November 2022
iPhone 14 Pro Max Camera



Problem Area - Ballfield Intersection:
Low-lying area should be leveled to allow drainage of standing
water.

Captured November 2022
iPhone 14 Pro Max Camera

(G) Letters of Project Support

Please find letters of support from the following adjacent private land owners and users:

- Jeff Payne
- Rick and Rebecca Roberts
- Greg and Kim Graham
- Don and Melissa Pierce
- John Weaver
- Frank Bianco
- Dave and Becky Campbell

Jeff Payne – 1151 Pisgah Lake Road
1151 Pisgah Lake Road Idaho Springs, CO 80452
3038103587 jeff.payne@illumsys.com



10/12/2022

Mr. Tom Metsa, OHV Program Manager
Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80125
303-791-1154 ext 4132
Thomas.metsa@state.co.us

Dear Mr. Tom Metsa, OHV Program Manager,

I'm writing in support of the Critical Access Road Maintenance Project proposed by the Neighborhood at Upper Pisgah Lake.

I've been in this neighborhood since 2014 and live on the road that has shared access for the neighborhood as well as UTV/ATV/Dirt Bike/4 Wheel drive access to Yankee Hill trail. I have a dirt bike and UTV and enjoy the access to the National Forest and have no issues with others accessing these trails.

The 2 mile stretch of road that links Bald Mountain Road to the Yankee Hill trail gets a lot of traffic and is outside Gilpin and Clear Creek Counties maintenance area. We attempt to raise funds each year to fix the road but despite our best efforts it gets worn out within 2 months of us fixing it each Spring. Each year we have been able to smooth out the road and give access to all sorts of 2-wheel drive vehicles until mid-summer, but with little to no road base to work with the road falls into disrepair quickly.

Maintained roads are great for the neighborhood but as far as fire safety is concerned it becomes critical. Bald Mountain Road is the neighborhood's only fire escape if York Gulch is shut down. This would be likely as the wind pattern in this area cuts straight across the north south boundary. Looking at the trees in the area that have no growth facing west you can tell how common the high winds are up here and from what direction this wind typically comes through. As Yankee Hill is completely unpassable Bald Mountain Road serves as the wildfire escape for all residences as well as fire access for the Timberline Fire District in Central City which serves our area. The 4 Wheel Drive traffic on this road degrades the road to where horse trailers and other vehicles would not be able to exit. They would likely get stuck making this attempt and we would all be trapped if a fast-moving fire were to come through this area of pine trees.

As a neighborhood we cannot sustain funding the maintenance on these stretches of road each year. The 4 wheel drive traffic wears it out too quickly due to the increasing popularity of the Yankee Hill Trail so we are asking for assistance.

Sincerely,

Jeff Payne – 1151 Pisgah Lake Road

From the Desk of

Rebecca Ann Roberts

14495 Hwy 19 S

Lovelady, TX 75851

281.935.7183

September 1, 2022

Re: R001298, R001300, R001302 and R001301

To Whom at my concern,

Please note that the Properties mentioned were purchased as a vacation home in 2015. Since then, our visits to our property have been based on the mercy of mother nature. Upon arrival we are prepared to assess the passage through our property. Several winter months have been spent clearing our roads after the snow drifts that fall suddenly and that's expected in our Realm. The realness is actually having to plow all the way pass what we call the Ball Field and to the Volunteer Fire House. My daughter came up in April of 2015 our first year, passing through from Washington State to NE as a Naval relocation and had a 3 foot drift pile up on the morning of her departure. It took my husband three days to make it to the Volunteer Fire House to get her out and on her way to NE. Other more relaxed adventures have been arriving to the Ball Park Trekking 3 hours to get to our Cabin in similar snow drifts. That part we are aware that it's up to us to prepare for the adventure. But when our taxes are going up and we are having to clear the road for tourist to enjoy what the Arapahoe National Forest has to offer and not be compensated for our time and efforts but are charged for what the Nation, State and County are not providing to us has been in my opinion why the turnover in sales is constant. It takes a special soul to endure and enjoy our Dear and Beloved upper Mt Pisgah Mountain range. It also must make sense to pay taxes and expect the same benefits our neighbors in the lower York Gulch are receiving. I understand a grant is being petitioned to make our roads more passable and safer, which I am definitely supporting. Additionally, I believe we are entitled to receive the same road maintenance as well.

Please reach feel free to reach out for further information. My Email is rarooberts1008@gmail.com or my cell at 281.935.7183.

Respectfully,

A handwritten signature in black ink, appearing to be 'Rebecca Ann Roberts', with a long horizontal line extending to the right.

Rebecca Ann Roberts

CRITICAL ACCESS ROAD MAINTENANCE PROJECT

PISGAH LAKE AND BALD MOUNTAIN ROADS

SUBMITTED BY: The Neighborhood at Upper Pisgah Lake

FROM:

Gregory and Kimberly Graham
44 Mackey Mine Road
P.O. Box 3076
Idaho Springs, CO 80452
512-656-5344
Graham.gregory@sbcglobal.net

TO:

Mr. Tom Metsa, OHV Program Manager
Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80125
(303) 791-1954 Ext. 4132
Thomas.metsa@state.co.us

September 17, 2022

Dear Mr. Metsa,

This letter is intended to show support for the Critical Access Road Maintenance Project proposed by the Neighborhood at Upper Pisgah Lake. The project identifies key access pathways for recreational areas used by motorized vehicle drivers to enjoy National Forest public lands. These pathways include Pisgah Lake Road and Bald Mountain Road in Gilpin and Clear Creek Counties, Colorado.

We bought our home in 2014 and made it our full-time residence in the summer of 2019. While we knew the road was not maintained by the county or forest service, we did not anticipate the decay of the road, despite regular summer maintenance by the neighborhood. Our household has donated over \$1000 per year, the last 3 years in an attempt to keep the road in a condition that prevents damage to our personal vehicles. The neighborhood has spent over \$30,000 the last 3 years on road material, dump trucks and graders, yet the road

continues to deteriorate. A greater investment and funding support would allow the resident volunteers to make lasting improvements.

Besides residents, visitors from all over come to the area to enjoy the National Forest. They come to hike, bike, camp and offroad. These activities contribute to the wear and tear on the forest roads. Assistance from Colorado Parks and Wildlife would go far in helping to make the roadways accessible for everyone. This would improve access to the off-road recreational areas and develop emergency egress pathways that are safer for both residents and public land users.

We appreciate your time and attention to this matter and hope that you will consider our proposal for the Good Management Program. Our family is committed to this community. This development could be an incredible collaboration between resident volunteers and government authorities.

Sincerely,

Gregory Graham & Kim Graham

Gregory and Kim Graham

CRITICAL ACCESS ROAD MAINTENANCE PROJECT

PISGAH LAKE AND BALD MOUNTAIN ROADS

SUBMITTED BY: The Neighborhood at Upper Pisgah

FROM:

DON AND MELISSA PIERCE
137 MACKEY MINE ROAD
(330) 473-5096
MECHANIC.MEL@GMAIL.COM

TO:

MR. TOM METSA, OHV PROGRAM MANAGER
COLORADO PARKS AND WILDLIFE
13787 SOUTH HIGHWAY 85
LITTLETON, COLORADO 80125
(303) 791-1954 EXT. 4132
THOMAS.METSA@STATE.CO.US

September 17, 2022

Dear Mr. Metsa,

This letter is intended to show support for the Critical Access Road Maintenance Project proposed by the Neighborhood at Upper Pisgah Lake. The project identifies key access pathways for recreational areas used by motorized vehicle drivers to enjoy National Forest public lands. These pathways include Pisgah Lake Road and Bald Mountain Road in Gilpin and Clear Creek Counties, Colorado.

Our family enjoys the benefits of living in the National Forest, like beautiful views, great hikes, offroading, and hunting access. The area is secluded and we appreciate the safety that distance from densely populated areas affords us. We bought our home in Summer of 2021 and anticipated poor road conditions due to the general lack of maintenance Forest Service Roads often exhibit.

This area of Colorado is extremely popular for offroading, whether it be by All-Terrain Vehicle (ATV), Utility Terrain Vehicle (UTV), Jeep/Truck/Passenger Vehicle, or dirtbike. There are great obstacles and trails to traverse in the Yankee Hill and Columbine Campground areas. Bald Mountain Road and Pisgah Lake Road connect Yankee Hill and Columbine Campground areas with other main roads (Fall River Road, Interstate 70).

There are several areas that are inundated by water throughout at least 9 months out of the year. Other areas where residents have paid out of pocket to place material are damaged by heavy precipitation events and off-road vehicle use. A greater investment and funding support would allow the resident volunteers to make lasting improvements. This would improve access to the off-road recreational areas and develop emergency egress pathways that are safer for both residents and public land users.

In addition to the road work, trail maps posted at local intersections would help educate public land users on the best campsites, hiking trails, places to offload off-road vehicles, and connecting trails.

We appreciate your time and attention to this matter and hope that you will consider our proposal for the Good Management Program. Our family is committed to this community. This development could be an incredible collaboration between resident volunteers and government authorities.

Thank you,

Don Pierce and Melissa Pierce

John E. Weaver
224 New York Mine Road
Idaho Springs, CO 80542

j.e.weaver007@gmail.com

Mr. Tom Metsa, OHV Program Manager
Colorado Parks and Wildlife
13787 South Highway 85
Littleton, CO 80125

Thomas.Metsa@state.co.us

Dear Mr. Metsa,

As a full time resident of the Upper Pisgah Lake Neighborhood, I wish to express my strong support for the Critical Access Road Maintenance Project and for the proposal being submitted to your program.

This beautiful area in which we live is enjoyed by many people throughout the year. Every member of the neighborhood owns at least one OHV and pays the annual registration fees. We appreciate the intent of the Good Management Program. I believe our proposal is a relevant highly beneficial application of this program. Our neighborhood is not looking for a handout. We intend to continue to collect funds from our members and to perform many hours of volunteer work on the roads and trails annually. The program will receive leveraged value for the funds we are requesting because the recurring expenses are to be covered by the neighborhood.

Our proposal is primarily for equipment that we currently have to rent and insure. Without this grant a majority of our collected funds are spent on equipment rental rather than on badly needed materials and fuel. If we are able to acquire a grader we will be able to do much more each year for years to come. The roads and trails will be safer. Access to our area will be enhanced and the objectives of the Good Management Program will be furthered.

Thank you for this great program and thank you for considering our proposal.

Best Regards,

John Weaver

John Weaver

**Frank R. Bianco
834 Pisgah Lake Rd.
Central City, CO 80427
November 3, 2022**

CRITICAL ACCESS ROAD MAINTENANCE PROJECT

**TO:
MR. TOM METSA, OHV PROGRAM MANAGER
COLORADO PARKS AND WILDLIFE
13787 SOUTH HIGHWAY 85
LITTLETON, COLORADO 80125
(303) 791-1954 EXT. 4132**

Dear Mr. Metsa,

This letter is intended to show support for the Critical Access Road Maintenance Project proposed by the Neighborhood at Upper Pisgah Lake. The project identifies key access pathways for recreational areas used by motorized vehicle drivers to enjoy National Forest public lands. These pathways include Pisgah Lake Road and Bald Mountain Road in Gilpin and Clear Creek Counties, Colorado.

Our family enjoys the benefits of living in the National Forest like beautiful views, great hikes, offloading and hunting access. The area is secluded and we appreciate the safety of that distance from densely populated areas. I bought my home in 2001 and anticipated poor road conditions to the general lack of maintenance forest service roads often exhibit.

This area of Colorado is extremely popular for offloading, weather by all terrain vehicles, utility terrain vehicles, Jeeps/truck/passenger vehicles or dirt bikes. There are great obstacles and trails to traverse in the Yankee Hill and Columbine Campground areas. Bald Mountain Road and Pisgah Lake Rd. connect Yankee Hill and Columbine Campground areas with other main roads like Fall River Road and I-70.

there are several areas that are inundated by water throughout at least nine months out of the year. Other areas, where residents have paid out of pocket to place material, are damaged by heavy precipitation events and off-road vehicle use. A greater investment and funding support would allow the resident volunteers to make lasting improvements. This would improve access to the off-road recreational areas and develop emergency egress pathways that are safer for both residents and public land users.

In addition to the road work, trail maps posted at local intersections would help educate public land users on the best campsites, hiking trails, places to offload off-road vehicles, and connecting trails.

We appreciate your time and attention to this matter and hope that you will consider our proposal for the Good Management Program. I am committed to this community. This development could be an incredible collaboration between resident volunteers and government authorities. Thank you so much for your consideration.

Respectfully submitted,

A handwritten signature in blue ink that reads "Frank R. Bianco". The signature is written in a cursive, flowing style.

Frank R. Bianco

CRITICAL ACCESS ROAD MAINTENANCE PROJECT

PISGAH LAKE AND BALD MOUNTAIN ROADS

SUBMITTED BY: The Neighborhood at Upper Pisgah

From:

David and Becky Campbell

133 Mackey Mine Road

Idaho Springs, CO 80452

TO:

Mr. Tom Metsa, OHV PROGRAM MANAGER

COLORADO PARKS AND WILDLIFE

13787 SOUTH HIGHWAY 85

LITTLETON, COLORADO 80125

(303) 791-1954 EXT. 4132

THOMAS.METSA@STATE.CO.US

November 3, 2022

Dear Mr. Metsa

This letter is intended to show support for the Critical Access Road Maintenance Project proposed by the Neighborhood at Upper Pisgah Lake. The project identifies key access pathways for recreational areas used by motorized vehicle drivers to enjoy National Forest public lands. These pathways include Pisgah Lake Road and Bald Mountain Road in Gilpin and Clear Creek Counties, Colorado.

We enjoy the benefits of living in the National Forest, like beautiful views, great hikes, off-roading, and hunting access. The area is secluded and we deeply appreciate the safety that distance from densely populated areas affords us. We bought and began building on

our property in 2010, and we anticipated poor road conditions due to the general lack of maintenance Forest Service Roads often exhibit.

This area of Colorado is extremely popular for off-roading, whether it be by all-terrain vehicle (ATV), Utility Terrain Vehicle (UTV), Jeep/Truck/Passenger Vehicle, or dirt-bike. There are great obstacles and trails to traverse in the Yankee Hill and Columbine Campground areas with other main roads (Fall River Road, Interstate 70).

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Thank you,

David and Becky Campbell