

2024-2025

Off-Highway Vehicle Program
State Trail Grant Application

21
NW-C, E



COLORADO
Parks and Wildlife
Department of Natural Resources

Name of Project: HPBE Elkhorn Bridge 2025	Date of Application:
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(Please limit the project name to 5 words or less)

Total Project Cost: \$ 184,000	Grant Request: \$ 150,000
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(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: Hahns Peak-Bears Ears Ranger District, Medicine Bow-Routt National Forest

Mailing Address: 925 Weiss Drive, Steamboat Springs, CO, 80487

Telephone: (970)819-5060	Email: eli.rosenstein@usda.gov
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OFFICIAL USE ONLY – UEI # (IF REQUIRED):

<https://sam.gov/content/duns-uei>

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: Eli Rosenstein / David Mucklow	Title: Recreation Operation Manger / District Trails Lead
Mailing Address: 925 Weiss Drive, Steamboat Springs, CO, 80487	
Telephone: (970)819-5060 / 970-657-5966	Email: eli.rosenstein@usda.gov / david.mucklow@usda.gov
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: Eli Rosenstein	Title: Recreation Operation Manger
Mailing Address: 925 Weiss Drive, Steamboat Springs, CO, 80487	
Telephone: (970)819-5060 / 970-657-5966	Email: eli.rosenstein@usda.gov / david.mucklow@usda.gov

GRANTS & AGREEMENTS SPECIALIST (USFS only) or BUDGET CONTACT (BLM only)

Name: Nikki Podrabsky	Title: Grants Management Specialist Trainee
Mailing Address: 301A Yellowstone Ave, Cody, WY 82414	
Telephone: 720-689-6980	Email: nicole.podrabsky@usda.gov

PROJECT LOCATION		
Nearest Town or City: Steamboat Springs, CO		
County(ies): Routt		
Provide a point of reference for mapping purposes (i.e. a google searchable landscape feature): Crane Park, Middle Fork of the Little Snake River		
Township/Range/Section: T8-12 N; R83-89W		
State Senate District #: 8	State Representative District #: 26	
LAND OWNERSHIP		
1. Provide the name/s of the property owners:		
2. The trail corridor is controlled by: <input checked="" type="checkbox"/> Fee Simple <input type="checkbox"/> Lease <input type="checkbox"/> Easement <input type="checkbox"/> License <input type="checkbox"/> Right-of-Way <input type="checkbox"/> Land Acquisition Ownership to be obtained <input type="checkbox"/> Other (explain): _____		
TRAIL SYSTEM INFORMATION (List the number of miles for each type of OHV trail in your area)		
Miles of Singletrack: <u>44</u>	Miles of 50" or less: <u>122</u>	Miles of Full-sized: <u>500</u>
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 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 checked="" type="checkbox"/> Travel Plan Implementation	
<input type="checkbox"/> *New Trail Construction miles / ft. <u> </u> Possibly 3 miles depending on approval <u> </u> (Approved through Travel Mgt Decision)	<input checked="" type="checkbox"/> Resource Protection & Improvement	
<input type="checkbox"/> *Major Re-Route miles / ft. closed <u> </u> (that will require new or additional <i>environmental</i> miles / ft. added <u> </u> <i>approvals</i>)	<input checked="" type="checkbox"/> Signs	
<input type="checkbox"/> Restoration/Rehabilitation (existing corridor)	<input checked="" type="checkbox"/> Youth Corps	
<input type="checkbox"/> Visitor Contacts & Law Enforcement	<input checked="" type="checkbox"/> Planning	
<input type="checkbox"/> Education	<input checked="" type="checkbox"/> Capital Equipment	
	<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 50	Material (e.g., glulam stringers, diaphragms, decking, fasteners, dimensional lumber, etc.)	
5	Tools and Equipment (e.g., rigging rope, blocks, slings, griphoist, wire rope, etc.)	
15	Planning & Plan Implementation (e.g., planning, engineering, logistics, and on-site coordination)	
30	Personnel & Contract Services (Helicopter contractor, implementation, and potential changes)	

100	Total: (Note: Percentages should add to 100 %)
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SCOPE OF WORK – Project Description:	
Project Name: HPBE Elkhorn Bridge 2025	Project No.: <small>(to be completed by CPW)</small>
Project Sponsor: Hahns Peak-Bears Ears Ranger District, Medicine Bow-Routt National Forest	Application Year: 2024-2025
Project Contact: Eli Rosenstein	Application No.: <small>(to be completed by CPW)</small>
Total Project Cost: \$ \$184,000	Grant Request: \$ 150,000

Project Description: Please write a brief description of your project and the expected accomplishments. Be sure to include Who, What, When, and Where. This is your scope of work. (This section is not for project background, benefits or anything other than the actual work to be accomplished. Please address this information in question #2 of section D, Project Selection Criteria.)

WHAT

This project will fund the demolition and replacement of the complex trail bridge on the Elkhorn trail, that spans the Middle Fork of the Little Snake River. The current bridge is a nail-laminated stringer bridge, with two 30 ft spans with a middle pylon in the river, totaling a 60 ft span. As we've found with many other nail-laminated bridges on our district, longer spans (over 15ft) of this design are beginning to delaminate over time, creating space for dirt and moisture to gather between boards. This leads to rot, and decay within the bridge deck, and accelerates the end of the bridge's life. While the bridge is currently stable for use, the outside edges are becoming unstable as they separate, the bridge as it stands is coming to the end of its usable life.

We will replace the bridge in its same location with either a custom designed two span glulam stringer trail bridge with a middle pylon, or a single span 60 ft glulam stringer trail bridge. This is pending district engineer and staff input. The glulam stringer bridge design is ultimately more solid and resistant to decay than the nail-laminated stringer, due its improved drainage in the decking, and use of engineered glulam beams in the superstructure of the bridge. Both abutments will be fully replaced with 6x6 treated wood structures, or gabions. If we need to build a pylon to accommodate the two 30ft span design, it will also be replaced with gabions, and the base dug into and leveled in the riverbed. Due to the remote location, and the size of the material we will need for these designs, extensive planning and expertise in construction, rigging, and heavy equipment will be required to build this bridge. It's expected that the beams for a 60ft design will weigh over 2 tons, and would require a helicopter lift to put in place. 30 ft beams would likely need to be lifted as well, though we have managed to move them to farther locations before, and have equipment to handle this size. Designs for our district require planning for a snow load of 200lbs per square foot, so the replacement bridge will be more than adequate to support all kinds of OHV use, and will last a long time. Due to capacity restraints with our in-house engineer time, we will look to outsource the design element of this project to a local engineering firm.

WHO

This project will be implemented by the staff of the Hahns Peak-Bears Ears Ranger District (HPBE), specifically the OHV and trails crews, and the engineering department. Our partner club, Mountain Trails Axxess (MTA) will provide expert volunteer assistance, as they have lots of equipment operator and excavation experience. Our HPBE Motorized Trail Crew (separate grant) will take the lead in implementing this build, as they have built three others like it so far. Rocky Mountain Youth Corps crews will assist with the burden of moving and placing materials, as well as building the bridge. If a helicopter is required for moving the beams, a private contract will assist with that part of the build. Eli Rosenstein and David Mucklow will lead the crews and contractor in this effort. David and Eli have built many glulam stringer bridges, and have been building skills and experience with rigging systems that will be essential for moving

these materials to the site and placing the stringers. Together they have been working over their time on HPBE to replace many OHV bridges with this design, and have the knowledge to plan and implement this project.

WHERE

The complex trail bridge on the Elkhorn Trail is located over the Middle Fork of the Little Snake River on the Medicine Bow-Routt National Forest. It is the only trail bridge that crosses this body of water, and is a great opportunity to keep access to a unique part of the district and NW Colorado. The bridge is within a scenic corridor of a steep canyon with dark healthy timber on the south end, and sage steppe and aspen forest on the north. It is roughly ½ mile from the 502 road trailhead to the south, and 2 miles from the 550 junction to the north. The trail down to the bridge is switchbacked on rugged sidehill, which makes for logistical difficulty and considerations when moving long beams. A 60 ft beam would likely need to be lifted and placed with helicopter support due to the access to the location.

Within the HPBE OHV trail system, this bridge is at a critical junction for connectivity. It allows ATV and 50" users to connect trail and Class 2 FS roads from Hahns Peak to the Wyoming Border. For motorcycle users, this bridge allows connectivity to the Whiskey Creek Singletrack Trail to the north, all the way over to the Continental Divide Trail. This larger loop would be cutoff without this bridge, and access to the smaller loop from Pioneer Creek to Elkhorn Trail would require detours as well. If this bridge were to be closed, users would have to make an 8+ mile detour on the busier 550 road, creating safety hazards for riders. Replacing this bridge before it needs to be closed is imperative for OHV use on our district.

WHEN

Planning for this project has already started and would primarily be finalized with HPBE Engineers and MTA in the winter and spring of 2025. If we decide to use the two-span design, we would use an outside engineering firm to design the bridge. Work for this project would be implemented in the field season of 2025. Crews will work with RMYC to move the materials onsite in late August, early September. Demolition will likely take one week, starting mid-September, and then the rebuild will start afterwards, likely going into October. Doing this work later in the season ensures lower flows in the Little Snake River which would be a safety concern in early season. A two span design would also require a coffer dam be built to replace the pylon, and low flows will be needed to implement that. Getting everything in place before demolition and rebuilding ensures that we won't have to close this section of trail down for more than two or three weeks. Ideally this timing will also let the bridge be in place during the high use of hunting season, especially for this remote access location.

Budget Form

Project Name: HPBE Elkhorn Bridge 2025

Date Project will be Completed: Nov-25

Project Sponsor: Routt National Forest, Hahns Peak / Bear Ears Ranger District

*****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)			\$ 150,000.00
Other Funding Sources	\$ -	\$ -	\$ -
Eli Rosenstein's and David Mucklow's Estimate Time	\$ -	\$ 10,000.00	\$ 10,000.00
FS Tools and equipment		\$ 2,000.00	\$ 2,000.00
Mountain Trails Axxess Volunteer Hours \$30/hr x 400 hours		\$ 12,000.00	\$ 12,000.00
FS Engineer Time	\$ -	\$ 10,000.00	\$ 10,000.00
	\$ -	\$ -	\$ -
USE OF GRANT FUNDING <small>List uses of grant funding (only) below</small>	TOTAL PROJECT AMOUNT		\$ 184,000.00

I. Personnel Costs
Identify as: Salary/wage, benefits, *travel, training, outfitting costs, personal protection equipment, etc. Non-Profit organizations will be required to purchase

Club Member/Employee Name or Title	\$ Per Hr		Total Cost
Full Time Employees overtime project oversite	-		\$3,000
Outside Engineer Design Contractor			\$25,000
Helicopter Contractor	\$ -		\$ 36,000.00
30% Contingency for Inflation and Fuel	\$ -		\$ 12,000.00
<small>For CPW use only: Approximate number of workhours</small>	#REF!	Category Total	\$ 76,000.00

II. Project Materials/Supplies
Identify as: Signs, rock, lumber, paint, nails, printing, maps/guides, education materials, etc.

Materials for Bridge + Shipping	Price Per	Quantity	Total
30% Contingency for Inflation and Cost Change			\$ 15,000.00
Tools, Rigging Supplies			\$ 7,000.00
		Category Total	\$ 74,000.00

III. Equipment
Identify as: Trail Dozer, ATV, motorcycle, chainsaws, field equipment rentals, equipment fuel and repairs, fleet vehicle operations, etc.

	\$ -		
	\$ -		\$ -
		Category Total	\$ -

III.A. FLEET Equipment
Identify as: Crew Fleet Vehicles/Trucks monthly FOR & USE, Fleet Equipment monthly USE.

	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
	\$ -		\$ -	\$ -
		Category Total	\$ -	

V. Volunteer Support
Identify as: **For Volunteers Only** 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.

	\$ -		\$ -
	\$ -		\$ -
	\$ -		\$ -
		Category Total	\$ -

VI. Insurance
(Non-profit organizations only)

	\$ -		\$ -
		Category Total	\$ -

Identify as: administrative costs, office supplies, postage, phone charges, computer & printer

	\$ -		\$ -
	\$ -		\$ -
		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	\$ 150,000.00
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FEDERAL ENVIRONMENTAL INFORMATION and LAND MANAGER APPROVAL

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

Project Name	HPBE Elkhorn Bridge 2025	Project Sponsor	Medicine Bow-Routt National Forest and Thunder Basin National Grassland
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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:

Routt National Forest Land and Resource Management Plan: Date: 02/1998
1997 Revision

3. A decision has been issued as part of the NEPA environmental review process.

Date and title of document:

N/A

If a decision has not been issued as part of the NEPA environmental review process, please state the reason why. No funds will be distributed until any required NEPA documentation is completed.

No site specific NEPA Needed: Maintenance of existing OHV trails and structures doesn't require additional NEPA

For more information about the NEPA environmental review process, contact:

Eli Rosenstein 970-819-5060

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

Michael Woodbridge, District Ranger

Print or type Land Manager's Name and Title

MICHAEL WOODBRIDGE Digitally signed by MICHAEL WOODBRIDGE
Date: 2023.11.28 15:08:18 -07'00', District Ranger

11/28/2023

Land Manager Signature and Title

Date

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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):

Describe the objectives of your project and how it will benefit, and protect riding opportunities while protecting resources in the project area. (*Use the following as a guideline for describing your project*)

- What specifically will the project accomplish?
- How will the project protect or improve riding opportunities?
- Will it provide essential maintenance to keep OHV riding opportunities available? Please describe maintenance history for this specific area.
- Describe how this project will foster and promote a satisfactory and challenging riding opportunity for OHV enthusiasts?
- Why is this project a priority at this time?
- Provide an estimate of how many and what types of OHV enthusiasts will benefit from the project?
- Describe how this project will provide long term value and sustainability?

What specifically will the project accomplish?

The project will remove the existing Elkhorn Trail bridge and replace it with a better designed and longer lasting glulam stringer bridge. Over the course of 2-3 weeks towards the end of the 2025 season, the work to move material, remove the old bridge, and to build the structure will be completed. This bridge allows users to experience this remote corner of North Routt County along the waters of the Little Snake River, as well as ride our beautiful trail system. This bridge's location is central to the connectivity of the OHV experience of North Routt County and the HPBE district. Without it, OHV users are forced onto busier roadways that take away from the OHV experience, and put users at higher safety risk.

Will it provide essential maintenance to keep OHV riding opportunities available? Please describe maintenance history for this specific area.

We estimate that the current bridge is around 30 years old, and we are unaware of the structure that preceded it. Previous collaboration with local clubs and HPBE made it possible to build the existing bridge, and we are excited that this will continue to be the case in its replacement. The project will only fund the replacement of the bridge, however the HPBE crew and district staff will oversee maintaining this structure as it lives out its life. Common needs for these kinds of bridges are replacing armoring on the deck, and rub rails (5-10 years). Eventually the decking may also need to be replaced (20+ years). The HPBE staff will plan accordingly, and are capable of maintaining this structure.

Describe how this project will foster and promote a satisfactory and challenging riding opportunity for OHV enthusiasts?

This bridge is at a unique and remote location on our district, that takes skill to meet the challenges of steep switchback riding, and rocky trail sideslope. And the access it provides is essential to all levels of riding and access to the OHV riding in North Routt, and going up towards the Wyoming border. But without this bridge, this access becomes extremely limited and loses its loop opportunities from our trailheads. Replacing this bridge with a better design will keep our trail system a satisfactory experience, and will keep access to our challenging riding.

Why is this project a priority at this time?

As it stands, the current bridge will likely not last more than 4-5 years. Engineers have deemed it necessary to plan for replacement, and repairs that can be done to nail laminated bridges won't likely change the timeframe of its need for replacement. If it were to be removed and a water crossing was necessary, the high seasonal flows of the Middle Fork of the Little Snake would be impassable until likely mid-August. Not to mention that creates unnecessary safety concerns for users, and a detriment to the watershed. If we delay in replacing this critical structure, the OHV community will lose the connectivity and experience of this area that this bridge ultimately provides.

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

Provide evidence of support for this project from trail users, agencies, local governments, community groups, or individuals and attach letters or petitions to your application packet. Applicants need to demonstrate that the project has a broad spectrum of support. Letters from the following entities are encouraged: relevant political subdivisions with jurisdiction over the project area, conservation organizations, user groups who frequent the area, and community organizations. The program places a higher value on the quality of supporting correspondence submitted rather than the quantity of support letters received. *(Use the following as a guideline for describing your project)*

- Describe all agencies, groups, clubs or organizations who are partners on the project. Will the project utilize volunteers or youth group services?
- Are you aware of any controversy this proposed project has caused, if at all, in the local community?
- Create a narrative or a list that includes the amounts and sources of additional (non-grant) funds, in-kind services, materials, and any other items that will be used as leverage in your project:
 - Donations, contributions, materials and other ways that this project will be leveraged
 - Describe the types of funds that will be contributed to the project
 - Itemize any funds received from other grants or sources
 - Provide your total project cost, including the total amount of all grant funds, use of volunteers, donations, and any additional contributions mentioned in your narrative

Describe all agencies, groups, clubs or organizations who are partners on the project. Will the project utilize volunteers or youth group services?

The project's main partner is the HPBE Ranger District of the Medicine Bow-Routt National Forest, as this is where the project will be taking place. Other partners include local OHV club Mountain Trails Axxess (MTA) who have been an asset for us with other major trail maintenance projects. Their network of skilled volunteers has been essential to HPBE completing bridge projects in the past. We will look to use a local outside engineering firm for the design of the bridge, and use our district engineering staff to approve plans to USFS spec. The Rocky Mountain Youth Corp (RMYC) have been a long-time partner of this program, and we will plan to use their help for this project again. This is a great opportunity for youth to be a part of a project that will last far into their lives, as we plan for this bridge to last at least 50 years. Seeing this longevity is important and exciting for everyone involved, and signifies a serious investment from the agency, the state, and our partners in OHV opportunities in the future.

Are you aware of any controversy this proposed project has caused, if at all, in the local community?

No, this community is very invested in all trails, and their continued use and maintenance. Keeping this bridge open and safe is a priority to the OHV community locally and abroad.

Leverage

USDA Forest Service

FS Engineer Time	\$ 10,000.00
USFS in kind salary funding	\$ 10,000.00
FS Tools and equipment	\$ 2,000.00
Mountain Trails Axxess volunteer labor @ \$30/hr X 400 hours	\$ 12,000.00

**USFS total \$34,000.00
OHV Grant \$150,000.00**

3. Resource Protection, Enhancement and Restoration relative to eligible OHV grant activities

(25 points):

Describe the principal objectives that will be accomplished by this project (e.g., new trail construction, trail relocation or major re-route, trail maintenance, restoration/rehabilitation or any other grant eligible activity). Include as many components as are applicable. Show how the project aids in the protection or improvement of the environment by addressing existing problems, and avoiding or minimizing impacts through the implementation of the project. ***(Use the following as a guideline for describing your project)***

- Will this project promote the protection, clean up, rehabilitation or avoidance of sensitive environmental resources such as wildlife habitat or wetlands in the project area? If so, explain how.
- Will the project include re-vegetation of eroded areas or trail that will promote the long term protection of sensitive or critical resources? If so, explain how.
- Will the project construct or improve drainage structures to prevent erosion or repair damage from excessive runoff, or harden and/or bridge stream crossings and wet areas?
- Describe any indirect benefits this project proposal will have on critical resources in the project area.

Bridges are essential to keeping watersheds free from eroding banks and trails sediment that naturally come from OHV water crossings. The Elkhorn trail bridge crosses the Middle Fork of the Little Snake River, which is the main stem of the Little Snake River. This watershed supports a legendary trout fishery and is a healthy and diverse ecosystem that spans two states as it wanders to meet the Yampa River, and ultimately feeds the greater Colorado River basin. Not having this bridge would lead to heavy erosion problems in this area, as the terrain is very steep. The northern bank is also not securely anchored by dense forest, as a natural sage steppe. In the past, after instances of switchback cutting off the northern abutment, erosion was so problematic after one season that it contributed to damage of the abutment on the current bridge. It has since been rehabilitated, but stands as a sign of what a water crossing vs a bridge replacement would do to the current state of erosion on the river. Replacing this bridge will maintain this cold-water ecosystem that sustains healthy trout populations, and adds lots of scenic value and access.

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?
- What is the expected annual budget for operations, maintenance and fuel?
- How many (machine) hours are needed to maintain the trail system?
- What is the expected annual cost for future operations and maintenance and will that be dependent upon additional OHV grants?
- What is the plan for equipment when not in use or when no longer needed?

The HPBE Ranger District is responsible for operation and maintenance of 7 motorcycles, a UTV purchased from OHV grant money, and a USFS owned ATV. We also use 3 motorcycles, a trail dozer, and a mini-excavator that are owned by other local clubs (Timberline Trail Riders, and Yampa Valley OHV Riders). None of the maintenance or fuel costs are included in this project (they are a part of the HPBE Motorized Trail Crew grant), though we will likely use some of this equipment in moving and placing materials.

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

Active and effective OHV management is based upon the implementation of travel management plans, broad public awareness, compliance, enforcement and providing adequate recreation opportunities. Describe how the project will promote active OHV management and improve OHV use for the benefit of public land visitors. To receive a full score of 25 points for this category the project must incorporate at least one of the following components. ***(Use the following as a guideline for describing your project)***

Travel Management:

- Will this project employ one or more travel management measures such as educational tools, signage, control structures, methods to reduce conflicts among user groups, visitor contacts and/or increased compliance efforts to improve adherence to OHV regulations and designations? If so, explain those measures.
- Include information as to how the project will enhance and promote multiple-use trails.
- Will the project assist in monitoring or closing or rehabilitating off-trail, non-system OHV routes in compliance with TMPs or MVUMs or address damaged or closed routes pursuant to an MVUM? (e.g., repair, or the placement or replacement of signage, fencing, and trail barriers or reseeding, resurfacing, decommissioning, or re-contouring trails, etc.). If so, explain how.
- Describe how this project is consistent with the long term plans of the land management agency with jurisdiction over the project area?

This bridge project is consistent with all agency policy for motorized use according to HPBE's long term plan, and the Motorized Vehicle Use Map (MVUM). It is on the 50" Elkhorn trail that utilizes width restrictors and trailhead signage to inform users of restrictions and use requirements. The unique access this bridge provides to the forest is a benefit to all kinds of users, from horse riders to ATV users. We commonly see sheepherders on horseback using this trail for managing their flocks within the grazing permit area. Though it's not the goal of this specific project, non-system trails in this area can be especially harmful due to the steep terrain, and we have rehabilitated these routes near this bridge in the past, using check steps, revegetation, and barriers. Preventing this misuse will be essential to keeping the structure and abutments sturdy and safe, and HPBE staff will continue this work.

Education

- Describe the educational components of the project and how this will specifically benefit OHV riders, as well as other area visitors and residents. Note, the most effective educational efforts are those targeted to "on the ground" user education in the field encouraging responsible use through educational materials such as signs, brochures, maps, kiosks, and field contacts.
- Explain how this project will encourage responsible use through education.
- Does this project use or provide educational tools such as maps, signs, brochures, kiosks, or patrols to educate riders? If so, explain.

Due to the scale of the project, we will likely need to close a section of the trail to implement. There will be forest wide communication and outreach to communicate the timing of a closure, as well as collaborating with our local club to further spread the word with OHV users. Signage at the trailhead will also be posted to inform users of the project status and trail closure. We will reach out to local news organizations about the project as well. This kind of project symbolizes significant investment and interest from the agencies and communities involved, and show the public the good work that the state OHV funding can accomplish. Seeing this significant work and effort will hopefully encourage users to continue to follow Stay the Trail principles and be responsible users.

Enforcement and Compliance Activities:

- How will the project improve compliance of OHV regulations and route designations?
- Will the project utilize law enforcement or compliance measures to increase compliance with state OHV laws, measures to increase compliance and law enforcement efforts?
- How will the project utilize law enforcement or compliance measures to increase compliance with state OHV laws, designated routes and OHV registration requirements for both resident and non-resident OHV recreationists?
- How will project assess, document and report the results of compliance and laws enforcement efforts?
- Include an estimate of the time and/or financial resources that will be devoted specifically to visitor contacts, compliance and law enforcement under this proposal.

It is not the goal of this project to fund enforcement and compliance. However, by showing the successful use of OHV registration funds through our communications and public interactions as we

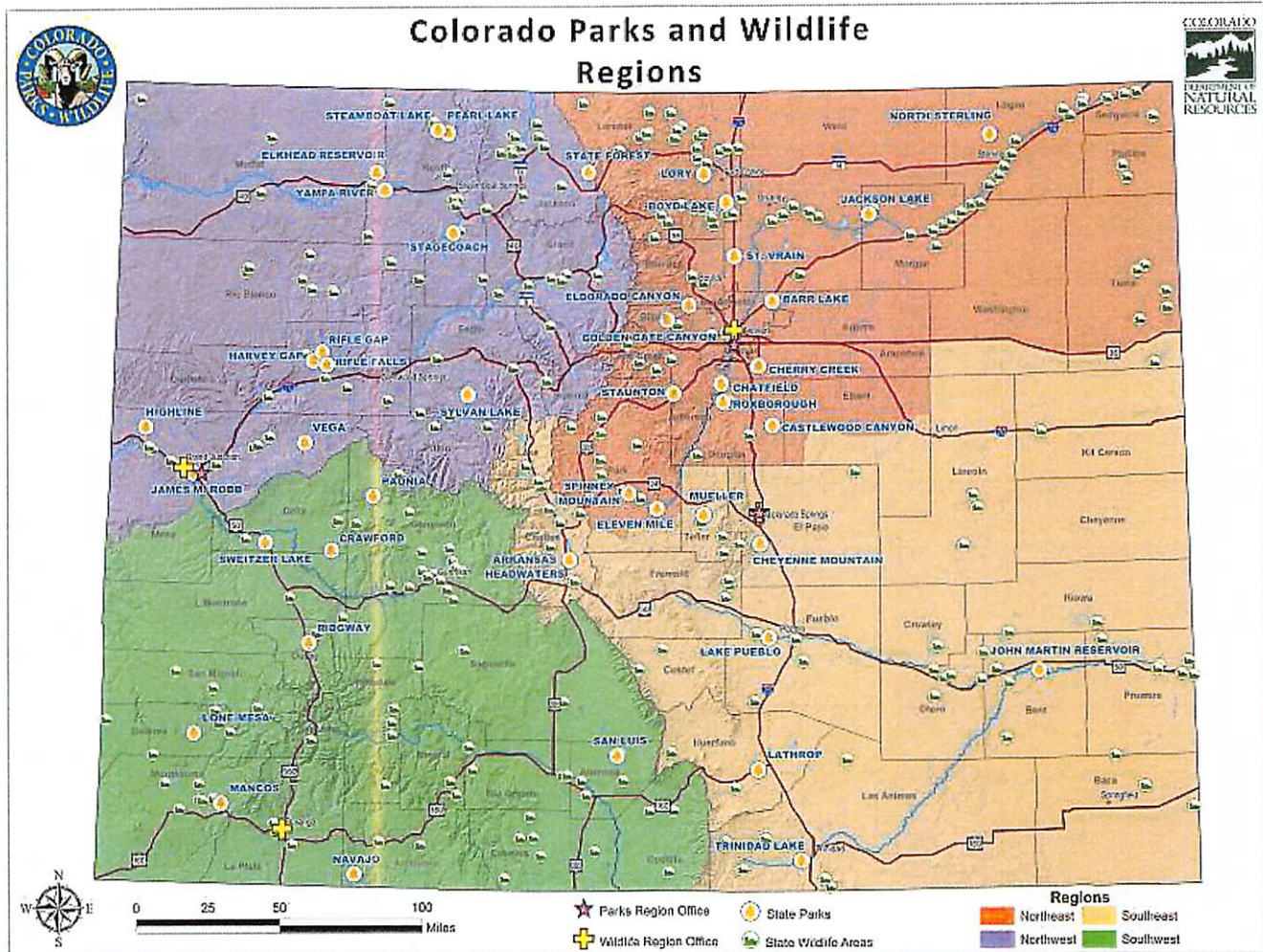
implement the bridge build, it will emphasize the importance of OHV registration. Users will get to see their dollars at work, and show a long-term investment in local OHV trails.

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

Maps being requested include:

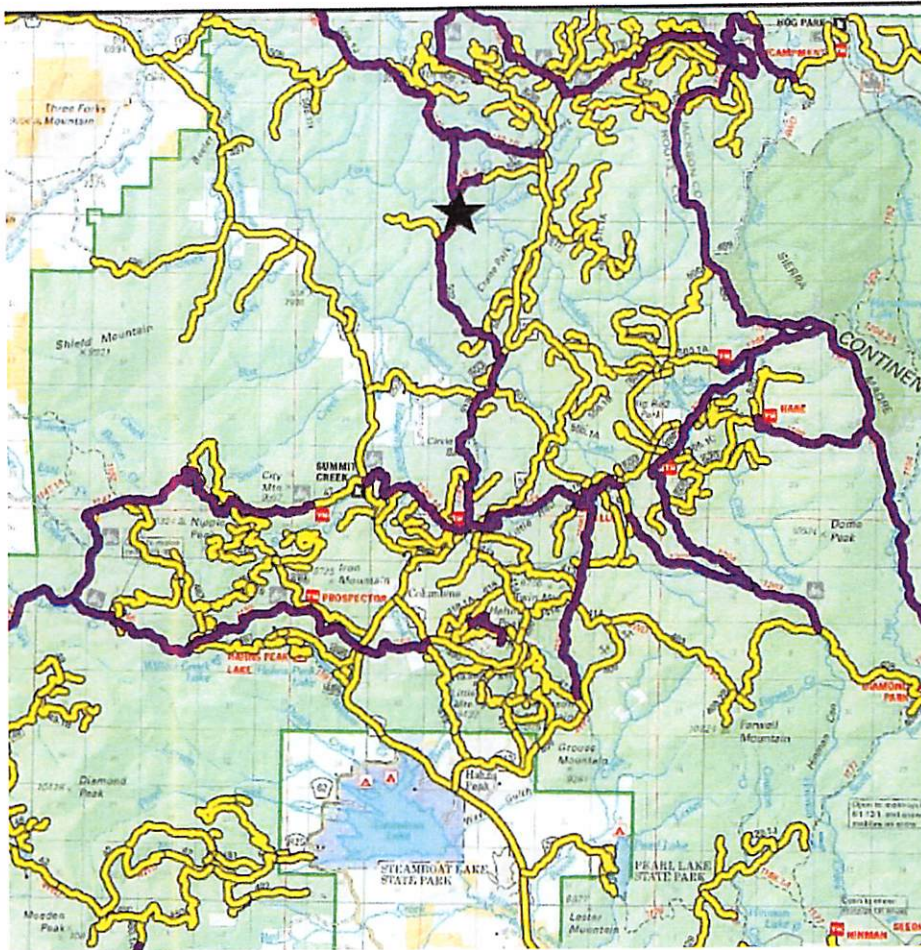
- “General area” (vicinity) map. (E-1)
- A drill-down of that map that shows the *specific* “project vicinity”. (E-2a)
- Another drill down map showing specific trails and/or work area (highlighted). (E-2b)

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



E-2 Project Maps: 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.



The black star indicates the location of the bridge on the Elkhorn Trail. All purple lines are OHV trail, and yellow lines are FS roads.

(F) Project Illustration

Photographs, Drawings, Engineering Plans, Diagrams

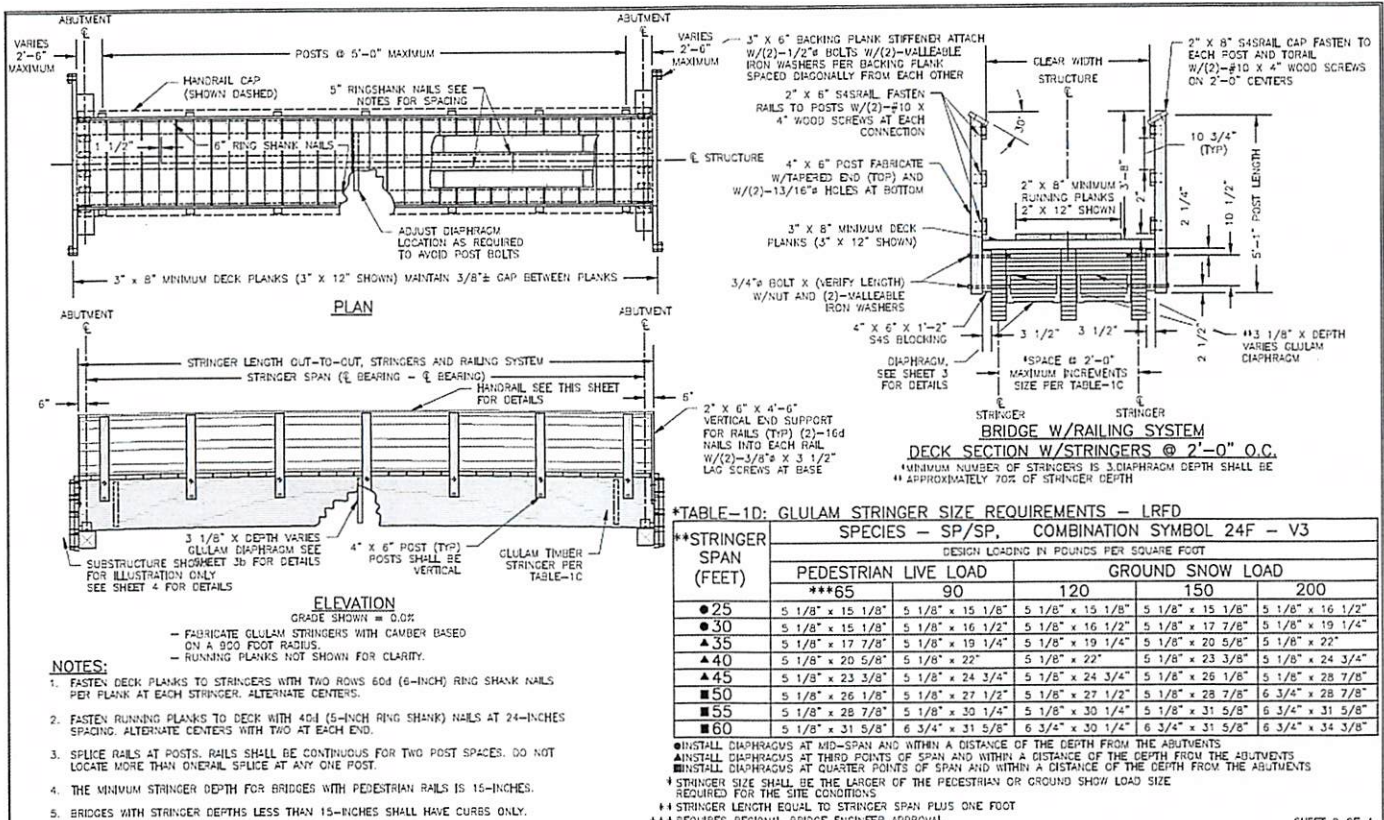
Provide project illustrations or photos to further demonstrate the needs of the project.

Items to consider including may be:

- Photos (4-6) of the project area or photos of another project's outcome that illustrates what you will do for this project
- Engineering drawings of the project
- Diagrams/plans of the project







(G) Letters of Project Support

Provide up to six (6) letters of support from entities that are supporting the project in ways other than cash or in-kind contributions. Letters should come from at least three of the categories listed below. Letters must be current, and must document the need and demand for the proposed project. Please note, identically worded form letters do not sufficiently fulfill this requirement. All letters must be included with the application. Letters mailed directly to the State Trails Program will not be accepted as letters of support for the application, rather they will be treated as public comments on the project as proposed.

- Adjacent land owners
- Federal, county, city and private land owners
- Individual users or user groups
- Partners and/or cooperators

Mountain Trails Axxess

Mountain Trails Axxess

Board of Directors
PO Box 771493
Steamboat Springs, CO 80477
mountaintrailsaxxess@yahoo.com

OHV Grant Programs

Colorado Division of Parks and Outdoor Recreation

13787 S. Hwy 85
Littleton, CO 80125

November 10, 2023

OHV Subcommittee,

Mountain Trails Axxess (MTA) is Colorado non-profit corporation established in 2018 with the stated purpose to promote, partner to provide, and preserve access to motorized trails. We are a committed group of volunteers that want to see improvements to our existing trail system, along with responsible expansion in our forest.

In accordance with the stated purpose of our club, we would like to provide this letter of support for the Routt OHV Crew grant application submitted by the Forest Service in the Hahn's Peak-Bears Ears Ranger District. With the growing number of trail users in our community, this funding is crucial for maintaining a sustainable trail system. We support grants that specifically provide maintenance to the existing motorized trail system or provide resources to build additional miles of trails.

The weekend of June 17, 2023, the club partnered with the Forest Service with over 20 MTA club members on ATVs, UTVs, and dirt bikes to clear down trees from the trails. Hundreds of trees were cleared from single track, 50" and 64"+ trails.

In addition to the trail cut weekend, there were several weekends in August coordinated between MTA and the Forest Service to replace a bridge on a single track trail and one on a 50" trail. With the assistance of the State, Forest Service, and MTA volunteers, these bridges were completed and ready for use in a short period of time.



Single Track Bridge

50" Trail Bridge



MTA is a highly motivated user group to help resolve the backlog of maintenance needed in the Hahn's Peak-Bears Ears district. We continue to be ready and willing to do what we can to assist.

Over the last few years there has been a surge in outdoor recreation, and it doesn't look to be slowing down. With the growing use and demand on our trails, it is crucial that we continue to prioritize trail maintenance and improvement to ensure we keep the trails open. We look forward to continuing our progress with partnering with the Forest Service to improve our trail system.

Thank you for your time and your support. Please let me know if you have any questions.

Regards,

Kim Weber, Treasurer/Secretary
On behalf of MTA's Board of Directors:
Jason Weber
Edwin Calhoun
Kim Weber
Gary Eubank
Rene Waters
Jason Stanhope





Northern Colorado Trail Riders

November 17, 2023

To whom it may concern,

Northern Colorado Trail Riders would like to express our support for the Good Management grant requested by the Hahns Peak/Bears Ears Ranger District (HPBE) of the US Forest Service.

Northern Colorado Trail Riders was formed 31 years ago to protect and advocate for motorized trail use in Northern Colorado. Our members regularly recreate on the trails in the Steamboat/Hahns Peak area. This area receives fairly heavy use from riders coming from the heavily populated front range.

In the face of staffing shortages in the Parks District, HPBE has done an admirable job of filling this gap and offering trail crews in the 2023 season to focus on critical maintenance needs. We expect to continue to work closely with Parks and HPBE to address critical maintenance needs in both the Parks and Hahns Peak areas.

NCTR is also pursuing an additional grant to address long term needs on the Grizzly Helena trail. Our grant request is intended to complement other activities and perform a comprehensive review of this trail to determine maintenance priorities, with a key objective being the design of 4 trail bridges for an extended riding season, improved rider safety, and protection of critical watersheds. We would very much like to utilize additional Good Management trail crew resources in the 2024 season to address some known urgent issues with several wet areas of this trail.

We appreciate your consideration in supporting the HPBE district Good Management grant request.

Regards

A handwritten signature in black ink that reads 'Jason Hale'.

Jason Hale

President, Northern Colorado Trail Riders
PO Box 273344
Ft. Collins, CO 80527

Date: 11/8/23

OHV Grant Selection Subcommittee
Colorado State Parks OHV Program
13787 S Highway 85
Littleton CO 80125

Re: Trail Crew Grant

We are writing on behalf of Northwest Colorado Trails Corp in support of the Forest Service Crew in the Medicine Bow - Routt National Forests & Thunder Basin National Grassland, Hahns Peak - Bears Ears Ranger District.

We believe the area is still in great need for focused work, maintenance, and new projects. Having partnered with this crew over the summer we couldn't be happier with their efforts, and plans for this area. Our club frequents the Routt National Forest often via motorized, and non-motorized recreation. These trails are becoming more and more popular, which increases the need for maintenance. By keeping trails open, maintained, and properly singed, our user group as well as others like us, can continue to enjoy the forest and trails while preserving the native land around it.

Thank you,

Northwest Colorado Trails Corp

Kyra Weidner

November 27, 2023

Colorado OHV Grants Subcommittee
Colorado Parks and Wildlife
13787 S Hwy 85
Littleton, CO 80125



Re: HPBE OHV Trail Crew Grant Request

To the OHV Grants Subcommittee,

I am writing on behalf of Routt County Riders (RCR) in support of the **Hahn's Peak - Bears Ears Ranger District OHV Trail Crew grant request**. RCR is a non-profit 501 c(3) organization that advocates to implement positive change for cyclists in Northwest Colorado. One of the strategies to achieve our mission is to increase the diversity of local cyclist amenities through infrastructure and civic engagement - and by supporting projects such as this one.

RCR works closely with our local Forest Service office each year, partnering to achieve shared goals when it comes to creating and maintaining recreational experiences on our local public lands. While RCR mostly advocates for non-motorized trails, there is a good amount of crossover in the trail inventory around Steamboat Springs that is accessed and loved by both off-highway vehicles and traditional mountain bikes at the same time. To add to this, there are often shared resources used to maintain these trails, such as volunteer chainsaw crews made up of mountain bikers clearing motorized race routes for the Revolution Enduro series in past summers.

We are in favor of boosting our local community's ability to access outdoor experiences, regardless of what form of transport might bring them to the trail. Additionally, as e-bikes gain in popularity here in the Yampa Valley, we are increasingly reliant on our network of local motorized routes for individuals seeking singletrack experiences by e-bike.

We support the HPBE OHV Trail Crew Grant Request and we will be happy to see our local Forest Service adequately staffed to handle the large amount of work and maintenance on our local trail system in coming seasons.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'Laraine Martin', is located below the 'Sincerely,' text.

Laraine Martin
Executive Director
Routt County Riders



"Linking community, education and environment through service"

Phone/Facsimile: (970) 879-2135
Address: 991 Captain Jack Drive
Steamboat Springs, CO 80477
Website: www.rockymountainyouthcorps.org

OHV Grant Review Committee

November 2, 2023

Re: Hahn's Peak Bears Ears OHV Trail Crew grant application

OHV Grant Committee,

It is with great pleasure that I submit this letter of support for the Hahn's Peak Bears Ears Ranger District (HPBE RD) OHV Trail Crew grant application. Rocky Mountain Youth Corps (RMYC) has along history of successfully partnering with the HPBE RD in many ways. We know firsthand of the value that their OHV crew brings to accomplishing priority projects that benefit the community, trail users, and the environment.

RMYC plans to continue serve as a partner on a variety of projects with the HPBE RD over the coming years engaging our Youth Corps crews, Conservation Corps crews, and Natural Resource Interns. The outcomes of the work extend far beyond the obvious benefits to the land and residents. RMYC's programs engage young people to establish the next generation of committed environmental stewards through the context of employing and training young people to complete priority conservation projects. RMYC's training encompasses the technical hard skills of chainsaw work as well as developing independent living and leadership skills. RMYC also provides opportunities for long-lasting environmental education around Colorado's precious lands through these projects. This education includes highlighting the importance of protecting the unique recreational resources of Colorado and the positive impacts of civic service and involving citizen volunteers in the stewardship of public lands.

RMYC fully supports to the HPBE RD in their endeavor to gain support for their OHV Crew's future projects. Please feel free to contact me if you have any questions.

Sincerely,

Mark Wertheimer
Chief Operating Officer
Rocky Mountain Youth Corps
(970) 638-7125
mark@rockymountainyouthcorps.com

To Whom it May Concern:

It is with great pleasure that I submit this letter of support for the Hahn's Peak Bears Ears OHV Trail Crew 2025 grant. Over the years, the continued support from Colorado Parks and Wildlife has provided crucial funding for the Forest Service to maintain trails that are heavily utilized by both motorized and non-motorized users in both Routt and Moffat counties. As the Open Space and Trails Supervisor for the City of Steamboat Springs, I experience firsthand the importance our local trail systems to visitors and residents alike. From our local in town network of trails on Emerald Mountain, to the wilderness and OHV trails on federal lands- the diversity of our trail network is important to the public for the access to nature and recreational benefits they provide.

With increasing numbers of visitor use on our public lands, trail maintenance and upkeep is more important than ever. The HPBE OHV trail crew provides important services such as signage improvement, erosion mitigation, trail clearing, and user education on a heavily utilized trail network. With hundreds of miles of trail to cover each season and limited staffing, this grant continues to provide crucial support for the Forest Service to provide this work.

I appreciate the strong partnership that the City has enjoyed with the Hahn's Peak Bears Ears District and our collaborative efforts on shared trail systems. The OHV trail crew provides an important service to our local trail system which benefits visitor and resident trail users throughout the Yampa Valley. Thank you so much for your time and consideration and for the opportunity to provide this letter of support.

Kind Regards,

A handwritten signature in cursive script that reads "Jenny Carey".

Jenny Carey
Open Space and Trails Supervisor
City of Steamboat Springs

(H) Trail Crew Work Plan (Good Management or reoccurring crews)

Provide a trail crew work plan for the **2024 work season**

Consider including specific details, such as:

- List 5 of your most important goals for this work season
- Anticipated work the crew will be focused on (e.g. clearing corridor, building drainage systems, tread repair, turnpike repair, etc.)
- Planned location/names of the trails the crew will work on
- Time of year you anticipate the work will be done
- Planned volunteer workdays/events
- Collaboration efforts with OHV user groups / partners (involvement with potential projects)
- Describe any issues encountered during the 2023 season and your plan to overcome them