

Scoping Information for the Red Hill SRMA, Crown SRMA and South Canyon Trail Proposals

DESCRIPTION OF PROPOSED ACTION. The Proposed Action consists of three separate trail sections:

1. In the Red Hill SRMA the upper portion of the Blue Ribbon trail that has steep, eroding and unsustainable reaches. In collaboration with Red Hill Council, approximately 2,000 feet of new trail would be constructed and maintained. In addition, 800 feet of existing trail would be closed (see Map 1). The existing route would be partially reclaimed through the use of waterbars and check dams created with native materials.
2. In the Crown SRMA, Eagle County and Pitkin County have recently purchased the Glassier Property. Currently, the connection between the open space and BLM trail system consists of existing steep two track roads. In the summer of 2016 Pitkin County will be constructing a more sustainable non-motorized route which will connect to the existing BLM routes. In coordination with Pitkin County and Roaring Fork Mountain Bike Association (RFMBA), approximately 2.8 miles of new trail would be constructed and maintained (see Map 2). In addition, 3/4 miles of existing trail would be closed to public mechanized and motorized travel, but still available for administrative use for grazing permittees if needed.
3. In the South Canyon area, the City of Glenwood Springs has been working with RFMBA to construct a trail system on city owned land in South Canyon. Approximately, 2,000 feet of trail would be constructed and maintained (see Map 3).

Any existing routes at Red Hill or the Crown that might be reclaimed would be done through the use of waterbars and check dams created with native materials. The native materials used for check dams will consist of soil, rocks, debris and woody vegetation found on-site. The check dams would block the sightline to the old trail, preventing continued use of the route by the public.

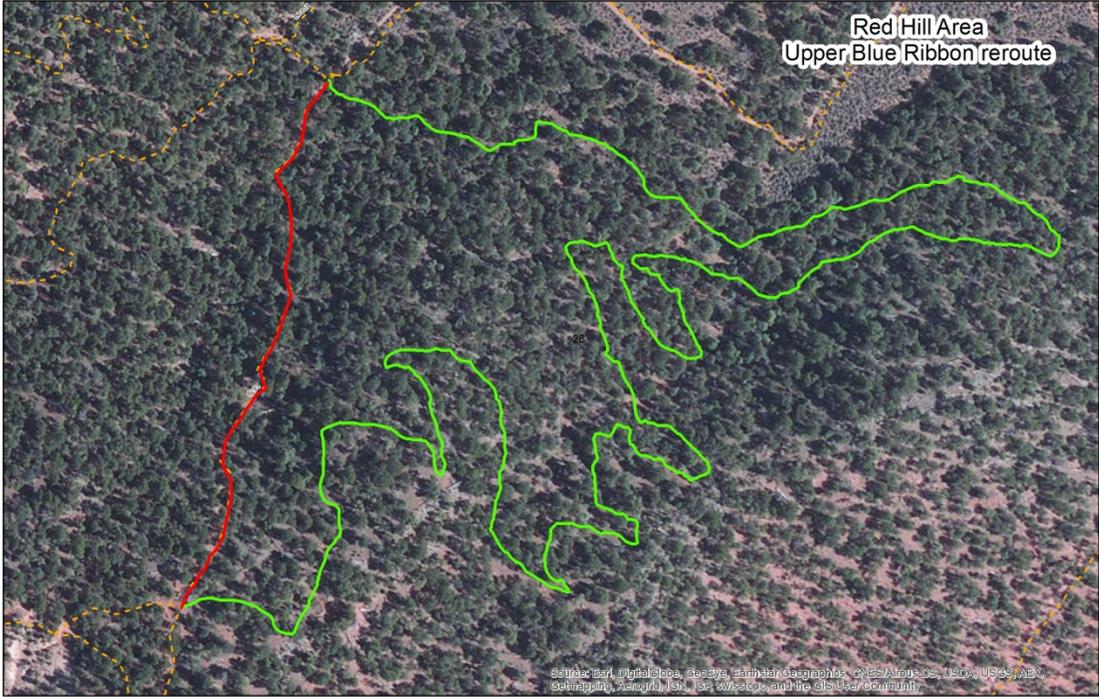
The proposed routes would all be non-motorized with a tread width of 18"-36" and a clearance corridor of 5' wide by 8' high. Native materials in the trail corridor will be used for route construction and will incorporate switchbacks, berms, water bars, armoring, and other standard trail-design practices so that erosion and maintenance needs are minimized. Design principles will also include:

- The average trail grade will be 10% or less.
- Grade reversals and appropriately spaced water bars will be used to minimize soil loss and erosion.
- A 5% outslope will be used to prevent water from running down the trail.

The trail would be constructed in late summer and fall of 2016 by RMYC and/or Roaring Fork Outdoor Volunteers (RFOV) and/or Roaring Fork Mountain Bike Association (RFMBA) volunteers and/or a contractor hired by a trail building company using a mini excavator and hand

tools such as pulaskis, shovels, rock bars, and loppers. All construction would be supervised by BLM rec staff. All tools and equipment used for trail construction would be cleaned to prevent the introduction of weeds. Long-term maintenance will be performed with the help of partners (including RFOV and RFMBA).

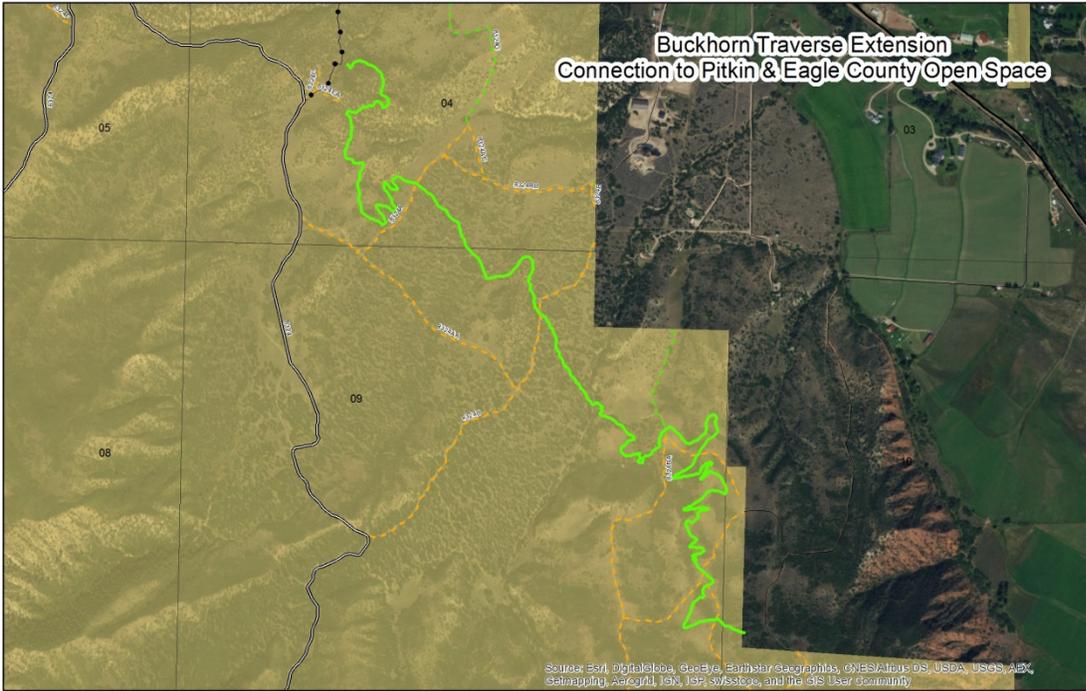
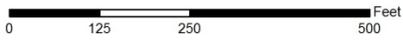
Trail users will be informed of the reroute through press releases and signage.



Map 1

Legend

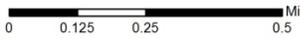
- Mechanized
- Existing trail to be closed and rehabilitated
- New trail alignment

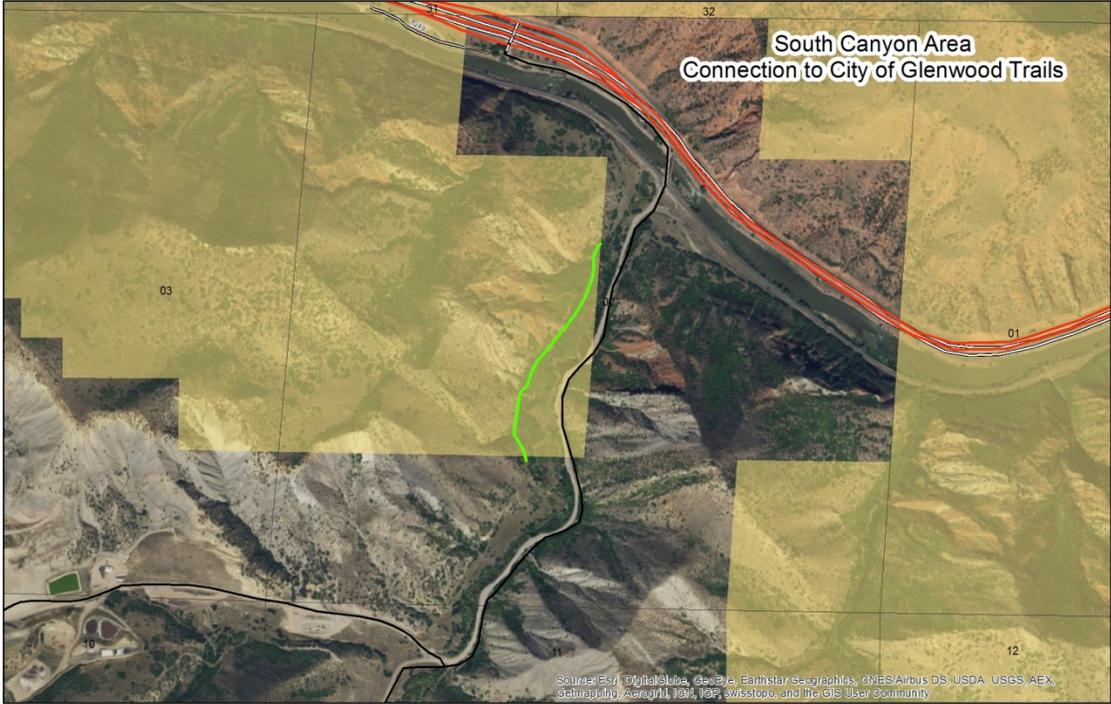


Map 2

Legend

- Full-Sized Vehicle
- ATV/UTV (varying widths)
- Motorcycle
- Mechanized
- Foot/Horse Only
- Foot Only
- Administrative Route
- Rehabilitate
- New trail connection





Map 3



Legend

- InstHwy
- County
- New trail connection

