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Sent: Friday, January 28, 2005 3:02 PM
To: Bob Ratcliffe; Rick Potts; Patti Klien; Marlene Finley; Jim Miller; Tabb,
George E HQ02; Don Charpio; Dave Holland; Art Jeffers
Cc: Jill Scott; Lori Davis
Subject:

Good Afternoon,

I am writing to remind you each about the possible opportunities for funding under Tread Lightly!'s Restoration for Recreation - Project Revitalization. We have received a sampling of concept papers from the Forest Service and we would like to see more from all of our federal partners. These projects should support OHV recreation and should comprise a 70% restoration component with 30% education and outreach.

Lori Davis has meetings scheduled in the middle of February with possible sponsors. We would like to receive as many project concepts as possible prior to these meetings. If you and your contacts could have papers to me no later than February 10, they will be included in the proposal.

Attached is the current outline and summaries of projects already received by Tread Lightly! We will send an updated copy of the proposal sometime next week.

Thanks for your time and help. I look forward to reading and learning about the many opportunities for projects on our federal lands.

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Overview: Project Revitalization National Forest Projects

Projects listed below are organized first by state and then by National Forest or Grassland. Project titles are broken down by specific location of the restoration project within the Forest and/or the education component of the project.

State	National Forest	Available Recreation	Project Summaries
Arizona	Coronado National Forest	Biking, boating, camping fishing, hiking, horseback riding, hunting, OHV use, water sports, and winter sports	Santa Rita OHV Road Stabilization
			Santa Rita OHV Staging Area Improvements
			South Patagonia OHV Signing / Brochures
	Coconino National Forest	Mountain biking, boating, camping, climbing, fishing, hiking, horseback riding, hunting, OHV use, water sports, cross-country skiing	Anderson Mesa OHV Trails Designation, Construction, and Sign Development
Colorado	Gunnison National Forest	Camping, fishing, hiking, horseback riding, hunting, OHV use, cross-country/backcountry skiing, snowmobiling	OHV Education Trailer
			OHV Educational Kiosk, Taylor Park Area
	San Juan National Forest	Biking, kayaking, camping, fishing, hiking, horseback riding, hunting, cross-country/backcountry skiing, OHV use	The Middle Mountain and Devil Mountain Trail Rehabilitation Project
Florida	Ocala National Forest	Mountain biking, boating, canoeing, camping, fishing, hiking, horseback riding, hunting, OHV use, swimming	OHV Trailhead Education and Billboard Program**
Michigan	Manistee National Forest	Biking, boating, camping, canoeing, fishing, hiking, hunting, OHV use, water sports, snowmobiling, cross country skiing	The Cedar Creek Motorsports Trailhead
			Safety and Information Signage for Manistee National Forest OHV Trails
Montana	Beaverhead-Deerlodge National Forest	Biking, camping, fishing, hiking, horseback riding, hunting, OHV use, water sports, snowmobiling, cross country/backcountry skiing	RIDE: Rider Information and Dissemination of Ethics
			East Pioneer Mountain Range OHV Signage
			Brays Canyon, Big Hole Divide, and Browns Canyon Trail System
Nebraska	Nebraska National Forest	Biking, camping, fishing, hiking, horseback riding, hunting, OHV use, wildlife viewing	OHV Trailhead and Trail Development, Maintenance and Sign Development
Wisconsin	Chequamegon-Nicolet National Forest	Camping, fishing, hiking, hunting, OHV use, mountain biking, snowmobiling, cross country skiing, ice fishing	Dead Horse Trail Reroute in the No Name Research Natural Area
			St. Peters Dome Trail Reroute
Wyoming	Thunder Basin National Grassland	Mountain biking, camping, hiking, horseback riding, OHV use, wildlife viewing	Weston Hills Trail Construction, Rehabilitation and Signage Project

** Restoration / construction component of this project has already secured funding.

Project Revitalization

Santa Rita OHV Road Stabilization Santa Rita OHV Staging Area Improvements South Patagonia OHV Signing / Brochures Coronado National Forest Nogales and Sierra Vista Ranger District, Arizona

A Restoration for Recreation Project Proposal Summary

Background

The Santa Rita Mountains located in close proximity to the Tucson metropolitan area, offers a variety of different recreation opportunities. These include OHV use, hiking, hunting, dispersed camping, mountain biking, and horseback riding among others. The area attracts an estimated 875,000 visitors a year. The Santa Rita OHV Area encompasses approximately 130,000 acres on the east and west flanks of the Santa Rita range. OHV use in the area has doubled in the last twenty years. The 60,000 acres Patagonia OHV area offers a variety of different recreational opportunities to residents of Nogales AZ, Nogales, Mexico, Patagonia and Tucson. The area attracts 50,000 to 100,000 visitors a year and OHV use has doubled in the last 20 years

Problem

Resource Degradation: With the increase in OHV use and continued growth in the ATV market the Forest Service cannot keep up with maintenance and improvements in these areas to provide a quality recreation experience. (1) Ongoing maintenance is required due high use and abrupt topography and terrain changes on these routes. Due to budget cuts over the past few years none of these roads have been maintained. Roads need to be bladed once a year or more due to high concentration of ATV use. Some roads require road surfacing for safety purposes. (2) Staging areas in the Santa Rita OHV area have seen increased resource damage associated with increased OHV use, more dispersed camping in the area and more users pulling RV's and OHV trailers. OHV users are frequently riding off road/trail in the areas adjacent to the staging area. There is also a need to provide restroom facilities to alleviate sanitation problems.

Insufficient Information/Education: To help reduce unmanaged recreation the South Patagonia OHV area needs improved bilingual signage (English and Spanish) and an updated bilingual brochure to communicate changes in rules and regulations over the past several years.

Project

Restoration/Construction: (1) Renting or using existing Forest Service equipment to blade and work approximately 100 miles of OHV roads and routes for stabilization. (2) Increasing the size of Rosemont Jct. and the Gardner Canyon staging areas. These areas would need accessible restrooms, designated parking areas, fencing, and drive through access for RVs and trailers. The Rosemont area also needs several ramadas for shade. The third staging area, "Box Canyon Staging Area," would need work to repair resource damage and install fencing to keep OHV users within the designated parking area. All areas will need improved informational signage.

Education/Communication: Revise the South Patagonia Brochure to reflect current information and an improved map. Purchasing and installing improved OHV signs for the South Patagonia OHV Area.

Funding

Restoration/Construction: (1) Project cost including equipment rental, material purchase, fuel and labor is \$53,160. The grant funding requested to sponsor the equipment rental, fuel and a portion of labor is \$27,200. Matching funds of 25,960 will pay mileage, materials and a portion of labor. (2) Project cost including materials, equipment rental, vehicle support, sign design, and labor is \$140,018. The grant funding requested from sponsor is \$117,746. The majority of this money, \$100,000 covers the cost to contract out the restroom construction. This could be less depending on the size of restrooms needed, which is determined by the NEPA process. Also included is the \$10,000 necessary for materials to construct the shade ramadas. The remainder of the grant funds would cover equipment rental and other materials including fencing and signage. The Forest Service would match funds with \$22,272 covering labor and vehicle support.

Education/Communication: Project cost including sign and brochure design, materials, vehicle support and labor is \$28,660. The grant funding requested to sponsor for design and materials is \$10,500. The Forest Service will cover the cost of labor and vehicle support at a cost of \$18,160.

Restoration for Recreation

Project Revitalization

Anderson Mesa OHV Trails Designation and Construction

Coconino National Forest

Mormon Lake and Mogollon Ranger District, Arizona

A Restoration for Recreation Project Proposal Summary

Background

The Coconino National Forest is located near Flagstaff, Clear Creek Pines and the Phoenix metropolitan area. Currently, the Anderson Mesa area has no designated OHV trails, but there is significant demand from the area to provide quality OHV recreation. The area is currently under a landscape assessment to determine at least one long distance OHV trail (approximately 30 miles) and several local OHV trails around communities.

Problem

Currently there is no agency funding available to complete the NEPA process for construction and signage for new routes and the rehabilitation of damaged areas and decommissioning of roads. This project will not be finished without outside funding. As a result the area will continue to be degraded by unmanaged recreation and illegal OHV use on undesignated roads.

Project

The project includes site-specific clearance and environmental analysis to complete the NEPA process and preliminary planning for the road and other infrastructure. Once completed new trail construction and resource rehabilitation can begin. Finally interpretive, informational, and navigational signage needs to be completed for multiple locations along the route.

Funding

Project cost including planning and implementation is \$47,200 mostly funded by the sponsored grant. This includes wildlife and archaeological surveys, environmental analysis documentation, materials, labor, equipment rental and development of signage. Forest service could possibly match approximately \$5,000 in mostly management cost and sign production.

**OHV Education Trailer
OHV Educational Kiosk, Taylor Park Area
Gunnison National Forest
Gunnison Ranger District, Colorado**

A Restoration for Recreation Project Proposal Summary

Background

The Gunnison National Forest provides over 2,600 miles of road and 1,300 miles of trails to OHV users in the Gunnison Basin area. In conjunction with BLM lands there is over 1.5 million acres open to OHV recreation. The Forest Service recognizes a drastic increase in OHV use in the last decade, which impact natural resources in the area significantly.

Problem

Insufficient Information/Education: An unanticipated increase in OHV use including SUV, motorcycle and ATV as well as mountain bikes, is impacting the land. In the Taylor Park area the number of OHV users has reached alarming numbers and it is being marketed by an area business as “the place to ride”. Hiking and game/livestock trails are being converted to ATV trails. This is causing user conflicts and affecting wildlife, soil, water and vegetation resources. Currently there is no education program in place to help combat these problems.

Project

Education/Communication: (1) An education program utilizing an enclosed trailer full of OHV education material would be developed and towed to strategic recreation areas and special events. The trailer would include a media system for educational videos, a canopy for weather, educational handouts, sales of local maps and instructional material on safety, maintenance and riding right. The outside of the trailer would show artwork promoting responsible OHV use and partner logos. (2) Install an OHV education kiosk at pull out and scenic picnic area in the Taylor Park area. This would be a three-panel information board to give visitors information regarding registration, local maps, travel management, safety, recreation ethics, and state and county regulations. The visitor demand for this service is high

Funding

Education/Communication: (1) Project start-up cost including vehicle support, labor and training, educational materials, trailer, graphics cost, and media is \$48,000. The funding request to sponsor the trailer is \$10,000. Partners for this project include Colorado State Parks, Colorado 500, Crested Butte Trail Riders Association and the Forest Service. Colorado State Parks has guaranteed \$50,000 over four years to help sustain this program. (2) Project start up cost includes kiosk cost, labor, educational materials and maintenance is \$18,215. The funding requested to sponsor the kiosk is \$12,500. The United States Forest Service would provide labor and educational materials. Colorado 500 has agreed to partner in this project and other sponsors could be solicited.

Project Revitalization

The Middle Mountain and Devil Mountain Trail Rehabilitation Project

San Juan National Forest
Pagosa Ranger District, Colorado

A Restoration for Recreation Project Proposal Summary

Background

The Middle Mountain and Devil Mountain Trails with a combined length of 22 miles make up the longest most heavily used route in the Pagosa Ranger District. Approximately 2,500 users, the majority of which are ATV riders, ride these trails in the summer months. The trails are also used by to motorcycles, snowmobiles, horseback riders, hikers, and skiers.

Problem

The natural resources in the area have sustained damage due to the high use. The trail damage is also a safety hazard on some portions of the trails causing riders to create new trails to avoid these sections. Portions of the trail lack water diversion structures causing extensive erosion and a 5-mile portion of the trail does not meet standards for motorized use, although it is designated as such.

Project

To provide a safe riding environment and protect resources, approximately 8 miles of trail needs work. The project includes tread work, work on tight curves, trail widening, water bar construction, and vegetation rehabilitation in damaged areas.

Funding

Project cost including labor, vehicle support, and blasting is \$34,000. The grant funding requested from sponsor is \$22,000. This would cover a portion of labor and materials. Matching funds of \$6,000 from the Forest Service cover some labor and vehicle support. Matching funds from the Southwest Youth Corp who would provide the project crew are \$6,000. The project also has support of the Pagosa Trails Club, San Juan Trail Riders, and the San Juan Mountain Association.

Project Revitalization

OHV Trailhead Education and Billboard Program

Ocala National Forest

Lake George and Seminole Ranger District, Florida

A Restoration for Recreation Project Proposal Summary

Background

The Ocala National Forest is the largest provider of OHV recreation in the state of Florida. The Forest Service has already secured a \$250,000 National Recreation Trails grant for construction of a 141-mile trail system. This trail system will improve recreational access for unlicensed off road vehicles. Specifically the plan provides 86 miles of designated mixed use motorized trail, 42 miles of ATV/motorcycle trail and 13 miles of motorcycle only trail.

Problem

Currently there is no OHV information and education program in place for this new trail system

Project

The scope of the project is to provide users with educational materials and signage dedicated to responsible education. Signage would include trailhead kiosk and billboards emphasizing Tread Lightly! principles. Materials would include handle bar tags, Tread Lightly!'s current guidebooks and one page tip brochures and materials specifically designed for the area. Larger amounts of funding would allow for the construction of Ocala OHV trailheads.

Funding

Projected cost for user education and information is \$25,000 a year. Project cost for the construction of Ocala OHV trailheads is \$250,000. The Forest Service has requested a grant from Florida's T. Schmidt OHV Recreation Program that could be used as matching funding for education and trailhead construction.

**The Cedar Creek Motorsports Trailhead
Safety and Information Signage for Manistee National Forest OHV Trails**
Manistee National Forest
Baldwin/White Cloud Ranger District, Michigan

A Restoration for Recreation Project Proposal Summary

Background

The Cedar Creek Motorsports Trail is designed for ATV and trail bike use. It is the southern most OHV trail in the state of Michigan located within a half a days drive of over ten million people. The Huron-Manistee National Forest estimates over 180,000 OHV visits a year on its trails and the state of Michigan estimates over four million OHV use days per year.

Problem

Resource Degradation: The half-mile stretch of Linderman Road, which accesses Cedar Creek Motorsports Trailhead, is degrading. The existing 80 x150 parking area does not accommodate current use and recreationists are parking along the road, expanding the shoulder, which is very sandy. Some of the sand is transported to Ryerson Road, a 55mph blacktopped country road, causing safety hazards.

Insufficient Information/Education: Lack of navigational, safety, informational and educational signage found on the above trail systems. Currently there is no navigational or safety signage in this trail system causing riders to access trails not open to motorized use and making it difficult for emergency personnel to find accident victims. At present there is no educational program in place for users. The trails affected by this project include the Big "O" Motorcycle trail, the Little "O" trail, White Cloud segment of the MCCCT (Michigan Cross Country Cycle Trail), Horseshoe Motorcycle trail, and the Holton Motorcycle trail.

Project

Restoration/Construction: The funds requested in this proposal would be used to enlarge the current parking to 22 paved parking spaces (12' x 40') to accommodate vehicles with 20' trailers. The request also includes paving the half-mile stretch of Linderman Road.

Education/Communication: Production of "You Are Here" signs for all above trail systems, "Emergency 911" signs for the Big "O" and Little "O" trail systems, and OHV Trail Display signs for area dealerships. The "You Are Here" signs provide riders confidence in route finding, assist in trip planning, and are important safety features on the trail. The "Emergency 911 signs provide a location numbers to give 911 operators to aid in finding OHV accident victims. These signs are already in place on State of Michigan lands and have proven effective. The information and educational signage would offer users information about designated trail systems and ethical recreation behavior. These signs would be placed in OHV dealers, repair shops, Chamber of Commerce, tourist bureaus, welcome centers, and retail outlets where ORV licenses are sold.

Funding

Restoration/Construction: The estimated cost of upgrading the access and trailhead is \$87,000. The Forest Service would match salary time and has applied for a grant from the Michigan Off-Road Vehicle Trail Improvement Fund. With completion these improvements would allow additional user access, prevent further degradation of Linderman Road, alleviate the safety issues on the county road, and reduce maintenance cost related to annual upkeep of the road and parking area.

Education/Communication: The estimated cost for signage development and installation is \$9,320 with the Forest Service providing \$5170. Sponsorship dollars total \$4,150. With completion the added signage would allow riders safer trips and help to alleviate unmanaged recreation issues in the area.

Project Revitalization

Brays Canyon, Big Hole Divide, and Browns Canyon Trail System East Pioneer Mountain Range OHV Signage RIDE: Rider Information and Dissemination of Ethics

Beaverhead-Deerlodge National Forest
Dillon and Madison Ranger Districts, Montana

A Restoration for Recreation Project Proposal Summary

Background

During the last three years the Dillon Ranger District has upgraded its OHV trails in the East Pioneer Mountain Range through a grant from Montana Fish, Wildlife, and Parks. Other areas also see heavy OHV use especially during the hunting season. Along with OHV recreation the area is used for hiking/backpacking, hunting, fishing, and horseback riding among others. The Madison Ranger District is located within the Greater Yellowstone Ecosystem in southwestern Montana. This area is well represented by wildlife including grizzly bears, wolves, and a host of ungulates including 25% (25,000) of the Montana elk population. It is popular with elk hunters and is seeing increasing ATV use to access hunting areas. Approximately 25% of the district trails (172 miles) and most of the district's 730 miles of forest service roads are open to motorized use.

Problem

Resource Degradation: There are a few concerns with the existing trail system near Brays Canyon in the Dillon Ranger District including terrain features and current trail locations. The major trailhead is located at the mouth of a narrow rocky canyon and the actual trail travels up a rocky streambed. This poses problems for ATV users and other recreationists. Also the trail travels near several meadow areas, which show unsightly evidence of ATV use.

Insufficient Information/Education: (1) In the East Pioneer Mountain Range in the Dillon Ranger District users are not aware of trail location due to lack of signage and trail markers. (2) With the increase in OHV use the Madison Ranger District is seeing more user conflicts, resource degradation, motorized excursions into designated wilderness and other restricted areas, spread of noxious weeds, and public safety concerns. Currently there is no distinctive educational signage in the district and a lack of personnel to educate and monitor users and their impact on the environment.

Project

Restoration/Construction: The project in the Dillon Ranger District is divided into three parts. The first is to complete a reroute of the Brays Canyon Trail from the riparian area at the bottom of the canyon to its forested benches. The second part would use existing jeep trails to access the top of Big Hole Divide and develop a connecting trail to Brays Canyon / Fox Creek Trail. Finally these trails would be connected to the Browns Canyon ridge road creating an interconnected trail system for this area.

Education/Communication: (1) To develop, design and install trail markers and trail head kiosk in the East Pioneer Mountain Range. (2) The RIDE project in the Madison Ranger District includes the development, design, and production of a prototype for Information Stations. The intention is to produce signage that could be used by the Forest Service throughout the region. These large 3 panel displays would include information related to OHV use, general forest information, maps, wildlife, weeds, and recreation opportunities. Also included in the project is partial funding of an ATV ranger. This ranger would be responsible for public contact and education, routine trail maintenance and weed patrol, signing, and monitoring use trends.

Funding

Restoration/Construction: Project cost including materials, labor, and survey work for the reroute is \$139,285 (see below for a breakdown). The cost of the project would be shared with the Forest Service and would be dependent on the qualifying grant amount. The amount of the grant would determine how much of the project would be undertaken.

Project Revitalization

(Funding continued)

- 27,600 meters of tread @ \$4.50/meter = \$124,200
- 75 water bars / rolling dips @ \$45.00 each = \$3,375
- 600 meters of grubbing and clearing @ \$1.85/meter = \$1,110
- 200 meter of rock work @ \$28.00/meter = \$5,600
- survey work for the re-route and other evaluations/studies = \$5,000

Education/Communication: (1) Project cost including sign development, materials and installation is \$10,943. Grant funds of \$5,703 would be used to purchase trail markers, sign design and materials and labor for installation of signs. Matching Forest Service funds of \$5,240 would cover marker post installation, materials, and vehicle support. (2) Project cost including sign development, installation, and wages for 6 month ATV ranger is \$22,000. The cost would be split 50/50 between the sponsor grant and the Forest Service.

Restoration for Recreation

Project Revitalization

OHV Trailhead and Trail Development and Trail Maintenance

Nebraska National Forest
Bessey Ranger District, Nebraska

A Restoration for Recreation Project Proposal Summary

Background

The Nebraska National Forest's Bessey Ranger District is located near Halsey, Nebraska in the Sandhills, a geographically unique area, which is the largest area of stabilized sand dunes in the world. The Bessey Ranger District comprises over 91,000 acres and has one developed ATV & motorcycle trail, the 9-mile Dismal River Trail. The Nebraska National Forest is currently going through the NEPA process, taking on Travel Management, a plan to designate existing roads and trails for all types of use. The Bessey Ranger District is a destination point for many people wishing to ride their OHV on public land, as there is only .7 of 1% of public land in the state of Nebraska. The district has seen a huge increase in the number of OHV riders in the last three years. Out of approximately 50,000 visitors a year, two thirds are OHV users. Types of recreation opportunities besides OHV riding are: bird watching, hiking, driving cars and/or trucks for pleasure, relaxing, canoeing, tubing, swimming, and hunting.

Problem

With few places to ride in the area the Dismal River Trail sees a lot of use, with resulting in resource degradation and safety concerns. Parts of this two-way trail are narrow with blind corners and hills. Trail erosion and vegetation damage are a major issue, and there is no trail maintenance program in place. Currently there is no OHV staging area or safe place to park vehicles other than in designated campsites, resulting in user conflicts. Nebraska does not consider ATVs a recreational vehicle thereby does not require helmets, license, or registration.

Project

Create a safe lockable OHV parking and staging area closer to trailhead and away from campsites. Budget to buy or rent equipment and/or hire a contractor for trail maintenance. Develop a monitoring system for resource damage. To have OHV user groups or entities contribute to funding for more enforcement of forest service policies through education, signage, and an enforcement presence on the trails. Finally, to contract for developing and writing an EIS for a new trail(s) to ease use on the current trail system.

Funding

Costs could be \$40,000.00 yearly for three years and then \$20,000.00 yearly after that time. Match would be "in kind" and volunteer contributions. Possible contributions could come from Nebraska Off-Highway Vehicle Association (NOHVA), or from Recreational Trails Program (RTP) through Nebraska Game and Parks Commission.

Project Revitalization

Dead Horse Trail Reroute in the No Name Research Natural Area

St. Peters Dome Trail Reroute

Chequamegon-Nicolet National Forest
Great Divide Ranger District, Wisconsin

A Restoration for Recreation Project Proposal Summary

Background

The south end of the Dead Horse Run Trail begins at the old Camp Loretta camp location. The trail north and east of Camp Loretta is located in the No Name Lake RNA. This trail receives year-round use by motorized users (snowmobile & ATV) recreational riding, hunting, berry picking, mushroom picking, physically challenged access, search and rescue access, wildlife viewing and etc. St Peter's Dome is a granite dome that overlooks Chequamegon Bay of Lake Superior and the Apostle Island. Located in northern Wisconsin this area sees about 12,000 visitors a year hiking to short 0.6 mile trail to Morgan Falls, with nearly 8,000 continuing on the rugged trail 1.2 miles to St. Peters Dome. In the winter months the area sees many snowshoe enthusiast. The newly relocated trail to Morgan Falls is graveled and accessible for people with disabilities.

Problem

Resource Degradation: (1) The existing Dead Horse Trail is located on wet heavy soils that are easily damaged by ATV use. The trail also goes thru the new No Name Lake Research Natural Area which was recently designated by the Chequamegon-Nicolet Land Management plan. Motorized vehicles are not allowed in Research Natural Areas. The Camp Loretta trailhead has grass open areas that people use for parking and one older non-accessible comfort station. This is a popular trailhead and the only trailhead on the south end of the Dead Horse Run trail. The trailhead needs graveled parking and an accessible comfort station for the amount of use that it receives and the expectation of the growing number of both winter and summer users. (2) The trail to St. Peter's Dome is rocky and steep. Because the trail runs mostly up and down hills, attempts to correct erosion problems are washed away by heavy rains. Hikers tend to shortcut switchbacks on the final climb to the dome.

Insufficient Information/Education: Currently there is little or know information available at the Dead Horse trailhead.

Project

Restoration/Construction: (1) Reroute the trail outside of the Research Natural Area using about 0.5 mile of existing road and about 1.5 miles of new trail. Spot gravel wet areas on the new trail location. Gravel an open area at the Camp Loretta Trailhead and install an accessible toilet at the parking area. (2) Reroute the St. Peter's Dome trail to the south where the topography is less steep and the construct the trail along the contour of the area with trail grade closer to plus or minus ten percent. Install three bridges to cross small streams. Total amount of new trail will be about 6,300 feet and will use an additional 1,200 feet of old forest road. The trail will be graveled to allow use during the wet seasons.

Education/Communication: Develop a trailhead kiosk for maps, current signs and information for the Dead Horse trail.

Funding

(1) Cost for the Dead Horse trail reroute including any matching money is \$12,500. Expenses are broken down as follows: an accessible toilet costs \$6,000; a kiosk costs \$500; a graveled parking lot costs about \$1,000 and the trail reroute and spot graveling will cost approximately \$5,000. Trail grants are available from Wisconsin Department of Natural Resources to build and maintain ATV trails, which would be implemented by the Forest Service. No funds have been allocated at this time. (2) The estimated cost to relocate and gravel the trail is \$27,000. Grant funds requested are \$15,000 to \$17,000. The Morgan Falls St. Peter's Dome is a fee demonstration area. Funds collected at the trailhead are available for use on the trail. Collections average about \$6,000 a year.

Project Revitalization

Weston Hills Trail Construction, Rehabilitation and Signage Project

Thunder Basin National Grassland

Gillette, Wyoming

A Restoration for Recreation Project Proposal Summary

Background

Weston Hills is a small parcel of Thunder Basin National Grassland located 30 miles north of Gillette, Wyoming near the Montana border. The area has easy access and acts as an entry point to BLM land. The area primarily sees OHV users, shooting for pleasure, and mountain bike use with minor use by other types of recreationists. The area currently has no recreation facilities.

Problem

Unmanaged recreation leading to resource degradation is the major problem in Weston Hills. The area is 150 miles from the Douglas Ranger District office resulting in infrequent visits and little monitoring. The easily accessed area has become a playground to OHV users creating new trails and riding on trails not constructed for OHV use. Because these trails are currently not designated for OHV use the area does not receive appropriated funds for maintenance. Current signage is confusing and trail marking is inadequate.

Project

To protect resources and manage recreation a variety of measures are necessary. These include closing and rehabbing trails in fragile areas, designating and signing legitimate trails, constructing new trails to create a looping trail system, developing an information kiosk, and creating a recreational map of the area. The area needs to be a priority for the district and agreements need to be made with other land management agencies working in the area to help manage recreation.

Funding

Project cost including planning, implementation, and initial monitoring is \$20,000. Funding would cover the NEPA process, kiosk construction, new trails construction, decommissioning of trails and the development and production of maps and signage. Currently no matching funds are available but talks with the Wyoming State Trails Program to seek funding are planned.