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Organization:

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Comments: LEGAL NOTICE OF OPPORTUNITY TO COMMENT

USDA FOREST SERVICE

WHITE RIVER NATIONAL FOREST, EAGLE-HOLY CROSS RANGER DISTRICT

BOOM BOOM GRAVEL PITS 1 AND 2 AND STOCKPILE FACILITIES PROJECT

The following comments are submitted on behalf of the Flattoppers Snowmobile Club, The Town of Carbonate and Thomas Zancanella and Tony Zancanella. We are in support of the reopening of the Boom Boom Gravel pits #1 and #2. To assist in road maintenance.

It is our opinion that the lack of road maintenance and proper cross drainage has contributed to the high amount of sediment. A 2% cross slope should be maintained wherever reasonable. Hard surfacing the roads and then not grading the gravel into the ditches should improve runoff characteristics. Grassy swales along the roads are considered a BMP to trap the gravel and fine sediment. Eagle County uses a gravel binding agent and a roller compactor to keep the gravel in place and on the road during grading operations. The USFS pays for maintenance on a per mile basis, can recompacting the road base be requested or required?

It was our understanding that there was a third Boom Boom Pit in the area of the Grizzley Cut off (13S 301361.57m 4398978.65m.) We recommend adding an additional location to the west, it can be included in the scoping activities. Additional gravel is needed on the Blue Lake Road (FDR 614.1) all the way to Baxter Peak. The road has developed large potholes due to lack of gravel in many areas.

Once mobile crushing activities have commenced the road impacts to the Coffee Pot Road have occurred.