

Decision Memo

Flagstaff Loop Trail

USDA Forest Service
Peaks and Mormon Lake Ranger Districts
Coconino County, Arizona

Background

Planning for this project began in 2003 led by the non-profit Flagstaff Biking Organization and fellow founding partners and interested parties, including the Coconino National Forest, Coconino County, and the City of Flagstaff. These various partners and interested parties make up the “Core Team” for the project in its entirety and these entities have worked closely together with each other and the Forest Service over the last four years in developing this proposal.

These partners, including the Forest Service, have recognized that in a time of rapid population growth, the community has a need for proactively dedicating a predominantly rural trail corridor so that generations of trail users will be assured continued, sustainable, and well-designed access to our natural landscapes that surround the city.

As described, the public began receiving information about the project as early as November, 2003 through the partners. Feedback was collected on comment forms and in a print and online questionnaire. Recommendations from those with extensive on-the-ground knowledge were used to develop the preferred route. The survey was intended to gauge the level of support for the concept and the types of uses people would like to see accommodated. With over 250 respondents, 92% supported the project. The survey also found that the respondents were likely to use the trail on a regular basis.

In 2004 the Team presented The Loop Trail concept to the following organizations in an effort to gauge support and obtain further input on the project. All of the presentations were received positively, and the listed organizations encouraged implementation of the project. At this point all of the government agencies that will be affected by the project have had an opportunity to review the details, ask questions, and express concerns and support of the project.

- The Flagstaff City Council
- The City of Flagstaff’s Parks and Recreation Commission
- The City of Flagstaff’s Open Space Commission
- Flagstaff Bicycle Advisory Committees
- Flagstaff Pedestrian Advisory Committees
- Flagstaff Metropolitan Planning Organization
- The Coconino County Board of Supervisors
- Coconino County Parks and Recreation Commission
- Coconino National Forest Leadership Team

In developing the proposal the partners and the Forest Service considered several existing regional plans. The Loop Trail is an amalgamation of existing and proposed trails identified in these plans, with additional trail route segments proposed to tie the trails in the various plans together to accomplish the continuous loop objective. See the Proposed Action, Project Record Document (PRD) #19 for a complete discussion and description of existing plans considered. This document is also located on the Coconino National Forest Web Site at: <http://www.fs.fed.us/r3/coconino/nepa/index.shtml>.

The overall Purpose and Need for the proposed action is to create a trail route on Forest Service lands that when connected to existing and planned City and County trails provides a continuous non-motorized loop trail around the City of Flagstaff. This Proposed Action responds to goals and objectives for recreation outlined in the Forest Plan and other City and County Regional Plans.

Decision

I have decided to implement the Proposed Action. To meet the project's purpose and need, the following actions are proposed:

- New trail construction and system trail designation of informal or social trails totaling approximately 9.3 miles. This 9.3 miles includes 12 separate trail segments that will connect to adjoining existing trail segments, including:
 1. Trail Segment 05 – 0.4 miles of new trail construction
 2. Trail Segment 08 – 1.3 miles of new trail construction
 3. Trail Segment 11 – 0.1 miles designation of an informal trail to a system trail
 4. Trail Segment 21 – 0.3 miles of new trail construction
 5. Trail Segment 25 – 0.2 miles of new trail construction
 6. Trail Segment 27 – 2.3 miles of new trail construction
 7. Trail Segment 28 – 0.2 miles of new trail construction
 8. Trail Segment 29a – 0.3 miles of new trail construction
 9. Trail Segment 31 – 0.6 miles designation of an informal trail to a system trail
 10. Trail Segment 32 – 1.9 miles of new trail construction
 11. Trail Segment 33 – 0.9 miles designation of an informal trail to a system trail
 12. Trail Segment 43 – 0.8 miles of new trail constructionTotal: 9.3 miles

- Assign loop trail designation to existing system trails and performing deferred maintenance on approximately 11.5 miles.
- Converting existing system and non-system roads to trail and adding system trail designation on approximately 2.7 miles. The roads to be converted to Flagstaff Loop Trail have previously been planned for decommissioning under the Road Analysis Plans for the Flagstaff Landscape Ecosystem Analysis, (see PRD # 19A), and these actions were more recently adopted under the Eastside Fuel Reduction and Forest Health Roads Analysis. The roads to be converted to trail include the following roads originally designated for decommission:

- Forest Roads 9112C, System Road – 1.0 miles, Trail Segments 29C and 30.
 - Forest Roads 9131E, System Road – .4 miles, Trail Segment 29B.
 - A previously closed Non-system Road – 1.4 miles, Trail Segment 34.
- Total miles of Forest Service System Trails to be designated as the Loop Trail System is approximately 23.5 miles.

The activities and improvements in this proposal link to the additional 18.6 miles of existing and proposed trails on the other jurisdictions and land ownerships to form the continuous 42.1 mile loop trail.

For more detailed description of the proposed activities by trail segment, including activities occurring on other jurisdictions see Attachment 1, Trail Segment Data Table. Also see:

Figure 1 - Proposed Action Map and Figure 2 - Trail Segment Map, next pages

Figure 1

Flagstaff Loop Trail General Location Map

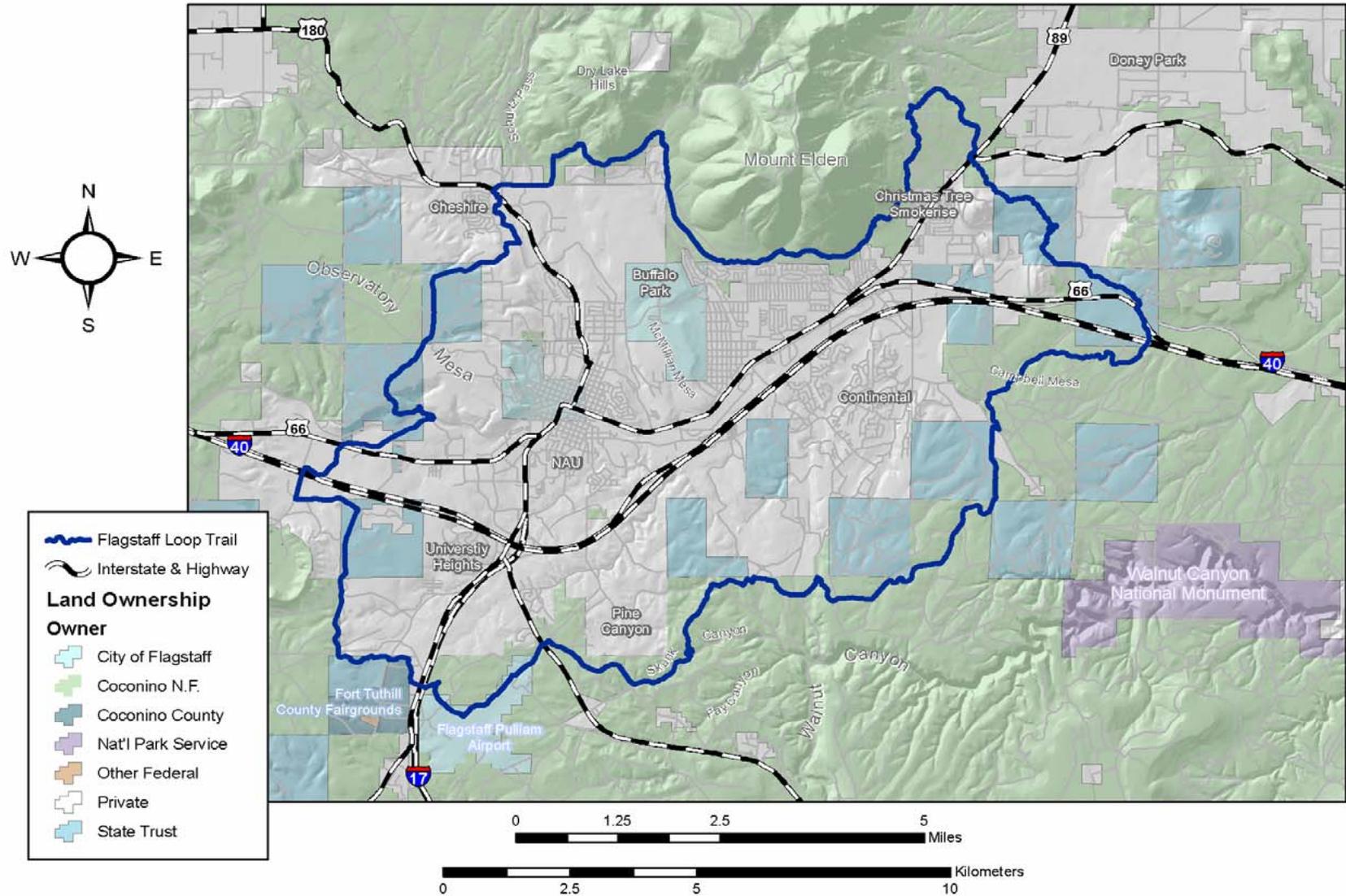
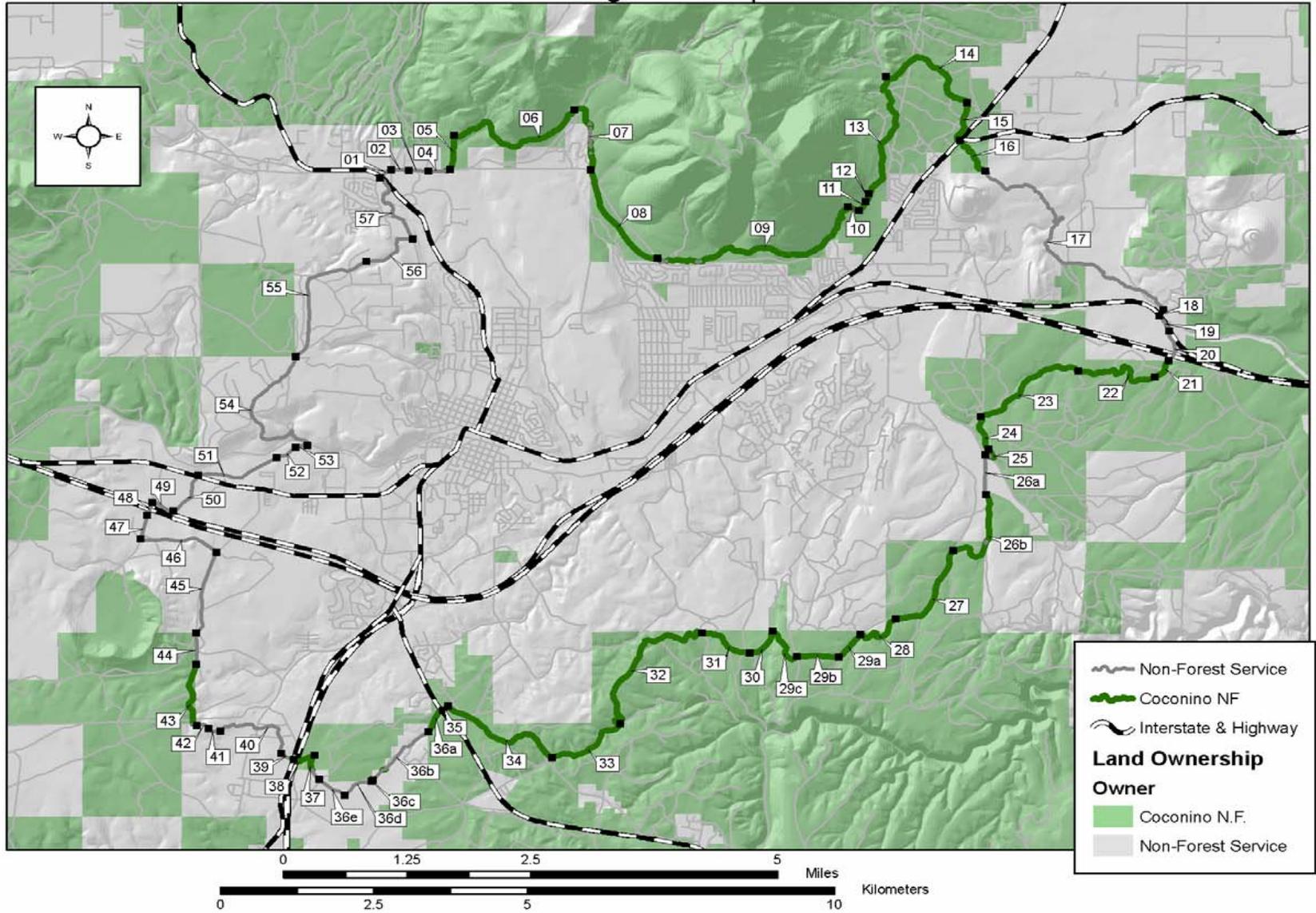


Figure 2

Flagstaff Loop Trail Segment Map



I considered all comments made in scoping for potential effects. The District received ten electronic comments, made to the Districts Comment Database. One hundred percent of comments made in scoping were of a positive and encouraging nature, urging the project to go forward. There were no environmental or social issues or concerns identified in scoping. I considered several potential issues identified during development of the Proposed Action, including:

1. A number of proposed route segments on other jurisdictions will require acquisition of Easements. Failure to secure easement for a particular segment could leave the loop disconnected.
2. Segments 36 and 38 of the Airport Passage are located within or adjacent to Forest Service lands associated with the imminent Yavapai Ranch Land Exchange. While the City of Flagstaff is the anticipated future owner, these plans are not currently finalized and additional coordination on Easements may be required.
3. A proposed bypass highway is being considered in the Picture Canyon Passage area (Segment 16). This may affect the alignment of Segment 16 in the future.

These preliminary issues have been addressed in the analysis, (see Recreation Specialist Report, PRD #44). An adjustment to the Proposed Action was made that drops trail construction in Segment 5 and adjusts it to an existing trail. Segments 03 and 04 are also adjusted to tie into existing roads (see Figure 2); until such time that a land exchange between Private and City owned property is acquired. The District will look at the original proposed route at that time. Additional NEPA may be needed at that time if the route is adjusted.

Concerning preliminary issue 2, slight adjustments in trail location to existing private land in Segments 36 and 38 in combination with coordination with the City of Flagstaff has alleviated the concern about the land exchange affecting those segments.

Concerns identified with preliminary issue 3, about possible conflicts with the highway bypass, were determined to be reconcilable with slight adjustments at the time of any future highway construction.

Applicable Forest Plan standards and guidelines, Best Management Practices, and Forest Service Manual and Handbook direction will be incorporated in project design and implementation. All Flagstaff Loop Trail segments on Forest Service lands will be constructed and maintained to Forest Service National Trail Class 3 Standards. Table 1 and Table 2 on Attachment 2 include features that are design elements that further detail management options for implementation.

On existing portions of the trail, or on new portions to be constructed, gates will be placed at locations where the trail bisects existing range fences. New and existing gates will be constructed/re-constructed to one of the following two specifications:

1. H-braces constructed to Forest Service standard should be placed on either side of the trail with a metal pipe/tube gate installed between the H-braces.
2. Gate should be posted with a "Please Keep Gate Closed" sign.
3. A metal pipe/tube "bow gate" can be installed, eliminating the need for H-

braces. Gate should be posted with a “Please Keep Gate Closed” sign.

Other specific design elements for trail construction are described in the Recreation Specialist Report, PRD #44.

Reasons for Categorically Excluding the Proposed Action

This action is categorically excluded from documentation in an environmental impact statement or an environmental assessment because it is within one of the categories identified by the US. Department of Agriculture in 7 CFR part 1b.3 or one of the categories identified by the Chief of the Forest Service in Forest Service Handbook (FSH) FSH 1909.15 Sec. 31.2, and there are no extraordinary circumstances related to the decision that may result in a significant individual or cumulative environmental effect.

This action is within the category of exclusion for the *Construction and reconstruction of trails* (FSH 1909.15 Chapter 31.2(1)).

Public Involvement

A proposal to begin the Loop Trail analysis was listed in the Schedule of Proposed Actions on October 1, 2007 and all subsequent additions. The proposal was provided to the public and other agencies for comment in a letter (with a Proposed Action attachment) dated February 07, 2008 that provided a 30 day comment period beginning on February 14, 2008. The Proposed Action was sent hard copy to 138 individuals and interested agencies. Additional outreach was done to ten individuals by email that specifically requested the document electronically. Additional notification of the availability to comment with links to the Cover Letter and Proposed Action was provided by partners through their websites. The documents were also made available on the Coconino Forest Website listed above. In addition, the agency ran a full page advertisement in the Arizona Daily Sun on January 23, 2008 that described the project and how to be added to the mailing list.

A well attended public open house was conducted on November 15, 2007 in which approximately 100 citizens participated.

Findings Required by Other Laws

The Forest Plan has been reviewed and a determination made that this decision is consistent with the Forest Plan. The actions in this project comply fully with the goals of the Forest Plan, the Management Area Direction and the Forest-wide standards and guidelines (See the Land and Resource Management Plan, Coconino National Forest).

If cultural resources are discovered during project implementation, project work will stop and the resources will be evaluated for their National Register eligibility. For those eligible, a determination of 1) no effect; 2) no adverse effect; 3) adverse effect will be made. Where the

project will impact an eligible site, mitigation requirements and costs will be determined in consultation with the State Historic Preservation Officer (SHPO). These mitigation measures will be carried out in consultation with the SHPO before the project proceeds in areas with eligible sites.

Floodplains, wetlands, prime lands, threatened and endangered species, cultural resources and mineral implications have been considered and these resources will not be adversely affected. The Biological Evaluation and Cultural resources clearance report are on file at the District Office.

Implementation Date

Implementation of the project may begin immediately, and is expected to continue over the course of several years as funding allows.

Administrative Review or Appeal Opportunities

This decision is not subject to administrative appeal.

Contact Person

For additional information concerning this decision or the Forest Service appeal process, contact Alvin Brown, ID Team Leader at (928) 527-8234 or Brian Tritle, Project Manager at (928) 527-8201, Peaks Ranger Station, 5075 N. hwy 89, Flagstaff, AZ, 86004.

/s/ Michael T. Elson

8/29/2008

MICHAEL T. ELSON
District Ranger

Date

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Attachment 1 – Trail Segment Data Table

Segment	Trail Name	Trail Type	Status	Ownership	Manager	Miles	Interim Route	Construction	Acquisition	Notes
01	Schultz Pass Trail	3 paved FUTS	Existing	COF	COF	0.1				
02	Schultz Pass Trail	3 paved FUTS	Proposed	Private	COF	0.1	Elden Lookout Road	To be constructed by City	Acquisition of easements needed from several property owners	
03	Schultz Pass Trail	2 unpaved FUTS	Proposed	COF	COF	0.2	Elden Lookout Road	To be constructed by City		
04	Schultz Pass Trail	2 unpaved FUTS	Proposed	Private	COF	0.2	Elden Lookout Road	To be constructed by City	Easement needed from Museum of Northern Arizona	
05	new trail	1 single track	Proposed	USFS	USFS	0.4	Informal trails	To be constructed		
06	Rocky Ridge Trail	1 single track	Existing	USFS	USFS	1.6		May require deferred maintenance		
07	Easy Oldham Trail	1 single track	Existing	USFS	USFS	0.8		May require deferred maintenance		
08	new trail	1 single track	Proposed	USFS	USFS	1.3	Pipeline Trail	To be constructed		Realignment of Pipeline Trail
09	Forces of Nature Trail	1 single track	Existing	USFS	USFS	2.4		May require deferred maintenance		
10	Fat Mans Loop/Elden Lookout Trail	1 single track	Existing	USFS	USFS	0.1		May require deferred maintenance		
11	informal trail	1 single track	Existing	USFS	USFS	0.1		Existing social trail to be converted to system trail – requires deferred mtnc.		Existing informal trail that needs to be designated as a system trail
12	Fat Mans Loop	1 single track	Existing	USFS	USFS	0.1		May require deferred maintenance		
13	Christmas Tree Trail	1 single track	Existing	USFS	USFS	1.5		May require deferred maintenance		
14	Sandy Seep Trail	1 single track	Existing	USFS	USFS	1.3		May require deferred maintenance		
15	Arizona Trail	1 single track	Existing	USFS	USFS	0.5		May require deferred maintenance		
16	Arizona Trail	1 single track	Existing	USFS	USFS	0.5		May require deferred maintenance	In the long term, this parcel may be exchanged	
17	Arizona Trail	1 single track	Existing	ASLD	CC	3.2			Small section at NW corner crosses private land without an easement, future acquisition may be required	
18	new trail	1 single track	Proposed	ASLD	CC	0.1	Forest road 791	To be constructed	Easement needed from ASLD	
19	Route 66	5 paved road	Existing	ROW	ADOT	0.2				Bridge over BNSF tracks
20	new trail	1 single track	Proposed	ASLD	CC	0.3	None	To be constructed	Easement needed from ASLD; permit needed from ADOT for tunnel	Application for easement submitted to ASLD by County
21	new trail	1 single track	Proposed	USFS	USFS	0.3	Informal trail	To be constructed		
22	Campbell Mesa Loop	1 single track	Existing	USFS	USFS	1.0		May require deferred maintenance		

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Attachment 1 Cont'd – Trail Segment Data Table

Segment	Trail Name	Trail Type	Status	Ownership	Manager	Miles	Interim Route	Construction	Acquisition	Notes
23	Anasazi Loop	1 single track	Existing	USFS	USFS	1.3		May require deferred maintenance		
24	Sinagua Loop	1 single track	Existing	USFS	USFS	0.4		May require deferred maintenance		
25	new trail	1 single track	Proposed	USFS	USFS	0.2	Old Walnut Canyon Road	To be constructed		
26a	Walnut Canyon East Trail	2 unpaved FUTS	Proposed	ASLD	COF	0.5	Forest road 301D	To be constructed as part of development of ASLD section 20	To be acquired as part of development of ASLD section 20	
26b	Walnut Canyon East Trail	2 unpaved FUTS	Proposed	ASLD	COF	0.5	Forest road 301D	To be constructed a part of development of ASLD section 20	To be acquired as part of development of ASLD section 20	
26c	Walnut Canyon East Trail	1 single track	Proposed	ASLD	USFS	0.4	Forest road 301D	To be constructed		
27	new trail	1 single track	Proposed	USFS	USFS	2.3	Forest road 301D	To be constructed		
28	new trail	1 single track	Proposed	ASLD	USFS	0.2	Forest road 301D	To be constructed		To be routed onto Forest Service around State land section.
29a	new trail	1 single track	Proposed	USFS	USFS	0.3	Forest road 301D	To be constructed		
29b	new trail	1 single track	Proposed	USFS	USFS	0.4	Forest roads 301D and 301	Road-to-trail conversion		
29c	new trail	1 single track	Proposed	USFS	USFS	0.5	Forest roads 301, 301A, and 9112C	To be constructed with road-to-trail conversion on a portion of 9112C		
30	new trail	1 single track	Proposed	USFS	USFS	0.4	Forest road 9112C	Road to trail conversion and closure of FR 9112C		
31	informal trail	1 single track	Proposed	USFS	USFS	0.6	Existing social trail	Existing social trail to be converted to system trail – requires deferred mtnc.		Existing informal trail that needs to be designated as a system trail
32	new trail	1 single track	Proposed	USFS	USFS	1.9	None	To be constructed		
33	Skunk Canyon Trail	1 single track	Proposed	USFS	USFS	0.9	Existing social trail	Existing social trail to be converted to system trail – requires deferred mtnc.		Existing informal trail that needs to be designated as a system trail
34	new trail	1 single track	Proposed	USFS	USFS	1.4	None	To be constructed; approx. 80% would be road-to-trail conversion		
35	JWP Trail	3 paved FUTS	Existing	ROW	COF	0.1				
36a	JWP Trail	3 paved FUTS	Proposed	ROW	COF	0.3	Existing road on FS land	To be constructed as part of extension of J.W. Powell Blvd	National Forest lands part of imminent Ruskin land exchange	
36b	JWP Trail	3 paved FUTS	Proposed	ROW	COF	0.8	Existing road on city airport property	To be constructed as part of extension of J.W. Powell Blvd	City property	
36c	JWP Trail	3 paved FUTS	Proposed	ROW	COF	0.1	Existing road on FS land	To be constructed as part of extension of J.W. Powell Blvd	National Forest lands part of imminent Ruskin land exchange	
36d	JWP Trail	3 paved FUTS	Proposed	ROW	COF	0.3	Existing road on city airport property	To be constructed as part of extension of J.W. Powell Blvd	City property	
36e	JWP Trail	3 paved FUTS	Proposed	ROW	COF	0.3	Airport access road	To be constructed as part of extension of J.W. Powell Blvd	City property	
37	Ponderosa Trail	3 paved FUTS	Existing	ROW	COF	0.3				

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Attachment 1 Cont'd – Trail Segment Data Table

Segment	Trail Name	Trail Type	Status	Ownership	Manager	Miles	Interim Route	Construction	Acquisition	Notes
38	Sheep Crossing Trail	2 unpaved FUTS	Proposed	USFS/ADOT	COF	0.2	Existing old road	To be constructed by City	Current ownership status unclear due to Ruskin Exchange; may need permit from ADOT for tunnel	Includes sheep tunnel under I-17
39	Sheep Crossing Spur	2 unpaved FUTS	Proposed	Private	COF	0.1	Existing social trail	To be constructed by City	Easement needed from property owner	May be possible to reroute to avoid private property
40	Soldiers Trail	1 single track	Existing	CC	CC	1.0				
41	new trail	1 single track	Proposed	CC	CC	0.1	Soldiers Trail	To be constructed by County		
42	Soldiers Trail	1 single track	Existing	CC	CC	0.1				
43	new trail	1 single track	Proposed	USFS	USFS	0.8	None	To be constructed		
44	Woody Mountain Trail	2 unpaved FUTS	Proposed	COF	COF	0.3	None	To be constructed as part of Villagio Montano development	To be acquired as part of Villagio Montano development	
45	Woody Mountain Trail	3 paved FUTS	Proposed	ROW	COF	0.9	Woody Mountain Road	To be constructed as part of future development	To be acquired as part of future development	
46	Dry Lake Trail	2 unpaved FUTS	Existing	ROW	COF	0.8				
47	Dry Lake Trail	2 unpaved FUTS	Proposed	Private	COF	0.2	Flag Ranch Road	To be constructed by City	Easement needed from W.L. Gore	
48	Dry Lake Trail	5 paved road	Existing	ROW	ADOT	0.2		May be desirable to build paved shoulder		
49	Dry Lake Trail	3 paved FUTS	Proposed	Private	COF	0.4	Flag Ranch Road	To be constructed by City	Easement needed from private parcels	Consider realignment through parcels to east
50	Route 66 West Trail	3 paved FUTS	Proposed	ROW	COF	0.4	Route 66	To be constructed by City		May not be necessary if segment 49 is realigned
51	Santa Fe West Trail	2 unpaved FUTS	Proposed	COF	COF	0.6	Interim trail to be constructed before FUTS	To be constructed by City		Within Clay detention basin
52	Santa Fe West Trail	2 unpaved FUTS	Proposed	Private	COF	0.5	Interim trail to be constructed before FUTS	To be constructed by City	Easement needed on private property owner; City may own/control west half	
53	Santa Fe West Trail	2 unpaved FUTS	Proposed	Private	COF	0.1	Interim trail to be constructed before FUTS	To be constructed by City	Easement needed from Lowell Observatory	
54	Tunnel Springs Trail	2 unpaved FUTS	Existing	ASLD	COF	1.7				
55	Observatory Mesa Trail	1 single track	Proposed	ASLD	CC	1.5	None	To be constructed	Easement needed from ASLD	Application for easement submitted to ASLD by County
56	Observatory Mesa Trail	1 single track	Proposed	COF	CC	0.6	None	To be constructed		Requires agreement between City and County
57	Rio North Trail	2 unpaved FUTS	Proposed	COF	COF	0.9	None	Planned for construction		

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Attachment 2

Table 1: Design Feature/ Mitigation Measures Required for All Action Alternatives.

<i>Trail Attributes</i>	Trail Class 3 Developed/Improved Trail	<i>Designed Use: Hiking, Bicycles and Equestrian</i>	Trail Class 3 - Design Parameters
Tread and Traffic Flow	Tread obvious and continuous, width accommodates one-lane traffic, typically native materials.	Tread Width	18" – 48", depending on local terrain hazards and projected level of use.
Obstacles	Obstacles infrequent, vegetation cleared outside of trailway.	Surface Type	Native materials with some on-site borrow or imported materials.
Constructed Features & Trail Elements	Trail structures (walls, steps, drainage, raised trail) may be common and substantial.	Surface Obstacles	Generally smooth with few protrusions exceeding 3".
Signs	Regulation, resource protection, user reassurance. Directional signs at junctions, or when confusion is likely. Destination signs typically present. Informational and interpretive signs may be present outside of Wilderness.	Grade	Target Range (>90% of trail): <10% Short Pitch Max (up to 200' lengths): 15% Max Pitch Density: < 5% of trail (refers to the percentage of the trail that is within 5% (+/-) of the Short Pitch Max)
Typical Recreation Environments & Experience	Natural, primarily unmodified. ROS: typically Semi-Primitive to Roaded Natural	Cross-Slope	Target Range: 5% Maximum: 10%
Operation & Maintenance	Trail Class 3 Developed/Improved Trail	Clearing Width	60"-78", or as necessary to allow for pack saddles and sight lines
Trail Management	Typically managed to accommodate moderate to heavy use, users with intermediate skill level and experience and minimal orienteering skills.	Clearing Height	10'
Maintenance Indicators	Resource protection, user convenience, safety commensurate with targeted recreational experience.	Turns	Radius: 6'-8'
Maintenance Frequency & Intensity	Trail cleared to make available for use early in use season, and to preserve trail integrity. Maintenance interval typically 1-3 years, or in response to reports of trail or resource damage or significant obstacles to managed use type and experience level.		

Attachment 2

Table 2: Design Feature/ Mitigation Measures Required for All Action Alternatives.

BMP #	Action	Reason	Severe Erosion Hazard	Too Steep Trail Limitations	low soil strength limitation	interactions with intermittent streams
1	Use the following BMP techniques to minimize sedimentation from trail construction and maintenance: Outsloped road surface; Leadout ditches and relief culverts; Energy dissipators on culverts; Vegetating cut and fill slopes; Riprap installation; Rolling grade.	Minimize sediment delivery to intermittent streams from impacts of trail construction and trail location on severe erosion hazard sites.	Use this BMP to mitigate severe erosion hazard on the following trail segments: 36a, 41, 5, 34, 43, 32, 05a, 6, 40, 54	Use this BMP to mitigate too steep trail limitation on the following trail segments: 6, 9, 14, 17, 18, 19, 20, 21, 22, 23, 24, 25, 28, 40, 41, 43, 44, 54, 55, 05a, 26b, 29b, 29c	Use this BMP to mitigate low soil strength trail limitation on the following trail segments: 4, 6, 9, 17, 18, 19, 20, 21, 22, 23, 24, 27, 28, 30, 31, 32, 34, 35, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 49, 50, 51, 52, 54, 55, 03b, 04a, 05a, 26b, 29a, 29b, 29c, 36a, 36b, 36d, 36e	Utilize BMP#1 to minimize sediment production at stream crossings on the following existing trails: 6, 7, 9, 13, 14, 15, 16, 23, 33, 35, 05a. Utilize BMP#1 to minimize sediment production at stream crossings on the following new trails: 4, 8, 27, 28, 30, 32, 34, 43, 26b, 29a, 29c, 36a, 36b, 36d, 36e
2	Locate new trail segments at on hill contours as much as possible. If having to cut and fill, preferred drainage is outsloping trail. Utilize additional drainage features outlined in BMP #1 in design and maintenance of the trail as warranted.	Minimize impacts of trail construction and trail location on sediment production by limiting failure of trail.		Use this BMP to mitigate too steep trail limitation on the following trail segments: 6, 9, 14, 17, 18, 19, 20, 21, 22, 23, 24, 25, 28, 40, 41, 43, 44, 54, 55, 05a, 26b, 29b, 29c		
3	Minimize cut and fill in construction of trails having poor soil strength. Locate trails on contour and in as flat a position as possible. If cut and fill are needed, utilize rock rip rap to strengthen outslopes.	Minimize impacts of trail construction and trail location on sediment production by limiting failure of trail.			Use this BMP to mitigate low soil strength trail limitation on the following trail segments: 4, 6, 9, 17, 18, 19, 20, 21, 22, 23, 24, 27, 28, 30, 31, 32, 34, 35, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 49, 50, 51, 52, 54, 55, 03b, 04a, 05a, 26b, 29a, 29b, 29c, 36a, 36b, 36d, 36e	

Attachment 2

BMP #	Action	Reason	Severe Erosion Hazard	Too Steep Trail Limitations	low soil strength limitation	interactions with intermittent streams
4	Locate new trail segments at least 1 chain away from drainages in an upland position. Minimize drainage crossings and try to cross drainage as close to perpendicular as possible. Utilize BMP #1 in design and maintenance of the trail.	Minimize sediment delivery to intermittent streams from impacts of trail construction and trail location on severe erosion hazard sites and on impaired soil sites.				If trail segment 33 is planned for reconstruction, utilize BMP #4 in any reconstruction of this segment. On new construction for trail segments 8, 27, 28, 30, 32, 34, 43, 26b, 29a, 29c, 36a, 36b, 36d, 36e, utilize BMP #4 in trail location