

**DECISION NOTICE  
AND  
FINDING OF NO SIGNIFICANT IMPACT**

**Phil's Trailhead Project Environmental Assessment**

Bend-Fort Rock Ranger District  
Deschutes National Forest  
Deschutes, Oregon

This Decision Notice documents my decision to authorize Alternative 3 of the Phil's Trailhead Project. The completed EA is on file at the Bend/Fort Rock District Office located at 63095 Deschutes Market Rd., Bend, Oregon.

**Location and Description of Project Area**

Central Oregon and Bend are destinations for a variety of year-round outdoor pursuits, drawing over 2.5 million annual visitors to the Deschutes National Forest. Phil's Trailhead is one of the primary recreation areas, accessing approximately 63 miles of single track trail used primarily by mountain bike enthusiasts.

The Phil's Trailhead site (Refer to Figure 1, page 11). is located adjacent to FSR 4604 and the western Bend urban growth boundary, approximately 0.5 mile from FSR 4601 (Skyliner Road). The legal description is: Township 18 South, Range 11 East, Section 3; Willamette Meridian, Deschutes County, Oregon.

Use at the trailhead area has peaked at over 100 vehicles with a high average of 43 vehicles. Overflow parking is occurring in undesignated areas along Forest Service Road (FSR) 4604 and FSR 4606. Presently, it is estimated (including overflow) that approximately 124 vehicles could utilize these areas at one time.

The trailhead is within the Deer Habitat Management Area, as designated by the Deschutes National Forest Land and Resource Management Plan (LRMP). It is east of the Northwest Forest Plan boundary. It is an area that has been impacted by previous logging activity and nearby pumice removal. Roads that access the trailhead were originally developed for hauling harvested materials.

No inventoried roadless areas exist within the project area, the nearest being the Bend Watershed located approximately seven miles to the west. There are no threatened or endangered plant, animal, or fish species present within the planning area. There are no streams, lakes, wetlands, riparian habitat, or fish. There are no known historical or prehistoric cultural sites.

The trailhead is within a dry ponderosa pine site where past tree harvest and fuels risk reduction activities have occurred. It is located approximately 0.10 mile from a pumice pit that has not been in operation since the early to mid-1990s.

**Decision and Rationale**

After thorough consideration of the alternatives, I have decided to authorize Alternative 3 of the Phil's Trailhead Project EA with associated Resource Protection Measures (Mitigations). I feel that Alternative 3 best responds to the Purpose and Need and desired condition by providing a standard trailhead facility that is more in alignment with the existing level of use than is currently provided. Please refer to Figure 2, page 12 for a visual representation of the project. The following actions are authorized with Alternative 3:

### Phil's Trailhead and Associated Actions – Alternative 3, Asphalt-based Surface

- Estimated footprint: Approximately 62,400 ft<sup>2</sup> – 1.4 acres; requiring removal of approximately 20-30 trees
- Single vehicle parking (12' X 22') : 73  
ADA accessible parking: 3  
Total parking spaces: 76
- Visitor drop-off area
- Asphalt-based parking surface
- Parking defined with edge of asphalt surface and as needed split rail fence, rock, and natural barriers
- ADA accessible CXT double vault toilet
- Two-panel informational kiosk
- Estimated cost of parking and facilities \$312,619
- Decommissioning of FSR 4606 through obliteration and restoration
- Reconstruction of 0.5 miles FSR 4604 at up to 22 feet in width, incorporating v-ditch and speed control measures such as dips or bumps. Estimated cost \$245,278

The selected alternative also includes resource protection measures and mitigations designed to reduce or eliminate unwanted impacts. These measures are listed in Appendix A to this Decision.

The purpose of this project is to clearly define and improve this recreation site facility. As stated in the EA on page 3, there is a need to improve facilities for the recreating public at Phil's Trailhead because of the lack of designated primary parking areas that creates safety issues, traffic flow problems, and potential for further resource damage. Overflow parking along FSR 4604 is affecting the road edge through break down. Overflow parking along FS Roads 4604 and 4606 is affecting vegetation and is a safety concern with traffic and mixed use recreation. The current restroom facility is insufficient to meet the needs of the large number of people who recreate there. Other facilities are lacking. And the site does not meet standards of accessibility with respect to Americans with Disabilities Act (ADA).

I feel that Alternative 3 best addresses the purpose and need and addresses the key issues in the following ways:

- *Provides Designated parking:* Present parking at Phil's Trailhead is occurring on both the east and west sides of and adjacent to FSR 4604, increasing safety risks, and impacting vegetation adjacent to both FSR 4604 and the short FSR 4606.

Providing a designated parking facility that will be located only on the west side of FSR 4604 will substantially improve public safety by reducing the risk of bike/vehicle interaction and improving traffic flow. Narrowing and ditching FSR 4604 and closing and rehabilitating FSR 4606 will eliminate parking in these areas and substantially reduce the risks associated with bikes crossing and riding on FSR 4604. A pedestrian and bike crosswalk will be provided. Eliminating use of these areas will reduce the potential for continued resource damage. The visitor drop-off area will also allow for public transit to operate at the site.

A key issue with the public was a concern that use of the site would increase with the improvements. With the selected alternative, there will be enough parking for 76 single vehicles; this will

accommodate the majority of current vehicle use. However, it will not accommodate the known maximum peak use of 110 vehicles. The average for the 25 days with the highest vehicle counts is 43 vehicles, with the high (excluding the single peak day of 110) of 62 vehicles during these days. Therefore, the selected alternative will accommodate most use and provide for a slight increase in the average use (from 62 to 76 vehicles).

The parking area will include the present primary parking area on the west side of FSR 4604 and will have an asphalt-based surface that is designed to last up to 30 years.

The overall condition of the trailhead will be improved with updated amenities, including the hardened parking area, which will reduce the overall impacts to vegetation and reduce dust in both the immediate area and adjacent areas. Following completion, dust will not be an issue associated with the parking areas. The asphalt-based surface will clearly define parking. Closing, tilling, and replanting FSR 4606 will provide an improved buffer adjacent to the private lands to the east. Removing as few trees as possible for the project activities, estimated at approximately 20-30 trees, will help to restore a sense of naturalness to that immediate area.

- *Americans with Disabilities Act (ADA) access:* The Forest Service facilities at Phil's Trailhead are presently not in compliance with ADA accessibility. This project will provide ADA parking and provide a hardened surface to access to the restroom facility and informational kiosk. These projects will be in conformance with ADA engineering standards. The asphalt surface of the parking area will allow for better access for ADA visitors.
- *Restroom facility:* The existing facility is not adequate for the large number of visitors to Phil's Trailhead. The replacement of and installation of a CXT double vault restroom facility will accommodate present use at Phil's Trailhead.
- *Informational kiosk:* The existing kiosk will be replaced with a two panel kiosk in a location that is more central to the trails that leave the Phil's Trailhead parking area. The two-panel kiosk will provide room for interpretive messaging and the display of trail maps. A non-asphalt accessible trail will connect the kiosk area to the parking surface.
- *Associated actions:* FSR 4604 will have an asphalt-based surface with improved ditch profiles incorporated on both road edges to discourage parking along the road and in vegetated areas. Rock may be used as necessary to achieve objectives.

Traffic control measures, such as dips or bumps, will be incorporated into the surfacing of the road to help to slow speeds. Installing cautionary signs and advisory speed limit signs along FSR 4604, on the north and south sides of the entry areas for parking, will also help to decrease the present safety risks by providing an awareness of approaching a recreational use area for those that utilize this roadway. Both actions decrease the safety risks that otherwise would remain and respond to the key issue of safety concerns.

FSR 4606 will be obliterated and restored with vegetation. Subsoiling equipment or excavator teeth may be used to loosen compacted soils and, if necessary, redistributing humus-enriched topsoil in areas of soil displacement damage.

I recognize the public concern voiced regarding use of asphalt surfacing at Phil's Trailhead. I believe it is important to harden and define parking with an asphalt-based parking surface to clearly define parking limits, eliminate dust that would otherwise be present with the existing or aggregate surface, and realize an annually reoccurring cost savings in parking surface maintenance.

Furthermore, I recognize that Phil's Trailhead is accessed by the paved FSR 4604 and is adjacent to residential private land. These are factors which further support Alternative 3 selection which I feel provides a positive recreational experience for the majority of visitors and acceptable conditions for neighboring land owners.

## Other Alternatives Considered in Detail

In addition to Alternative 3, Alternative 1 (No Action), Alternative 2 (Proposed Action), and Alternative 4 (earth tone chip seal or aggregate surface) were developed (EA Chapter 2 – Alternatives – pages 9-16) and analyzed (EA Chapter 3 – Affected Environment and Environmental Consequences – pages 20-69) but not selected. Seven other alternatives were also considered but were eliminated from further analysis (EA page 18).

**Alternative 1 (No Action):** I considered all of the comments that were received from the public. Many of them expressed the desire for Phil's Trailhead to remain as is. The cost of the project was a part of the rationale for some not wanting this project. Even though I realize the desires and concerns of those that may be opposed to the project, I feel that there are other management concerns that are important. Therefore, I am not selecting this alternative for the following reasons:

It is my concern that public safety would continue to be compromised, particularly during high use periods where parking occurs adjacent to both FSR 4604 and FSR 4606, generally when the primary parking area is at maximum use. I feel that it is important to address public safety in all areas of this highly used recreation site, including parking, the area of Marv's Trail and FSR 4604, and vehicular speed. The no action alternative does not address these safety issues.

It is also my concern that without an organized parking area in line with current use, including enough parking to account for use above the high daily average of 43 vehicles, the implications for a potential increase in overflow parking in areas that are not presently affected could occur. The integrity of the FSR 4604 road edge, and associated drainage, could continue to degrade. Use of the short FSR 4606 spur that terminates at private land has included overflow parking, overnight parking, and campfires. Not only are these Forest Service concerns, they are concerns of the private landowners that are adjacent to this area. I feel that it is important that all aspects of this immediate area be addressed.

This alternative is not in compliance with the Americans with Disabilities Act of 1990, as Amended: Presently the trailhead does not provide parking or access that is in compliance with ADA standards. There are not designated parking spaces that are provided for those with a disability. Access to both the restroom facility and kiosk for those with disabilities does not exist.

- **Alternative 2 (Proposed Action)**

Alternative 2 (Proposed Action) was developed based on spot counts and peak use of 110 vehicles that occurred on Memorial Day. More detailed information on vehicle counts are provided on EA pages 25-27.

Alternative 2 would provide 96 parking spaces with asphalt pavement, accommodating overflow parking adjacent to FSR 4606, with 4 ADA accessible spaces. Overflow parking is located adjacent to FSR 4606 and private land. Approximately 55-65 trees would be removed and 3.1 acres would be affected. Overflow parking would be eliminated along FSR 4604.

I did not select this alternative because:

- I continue to be concerned with providing overflow parking on the east side of FSR 4604 because bicyclists would continue to have a need to cross FSR 4604 in order to access Phil's Trailhead. I would like to concentrate the parking and reduce the risks associated with bicycle/vehicle interactions. Some of these risks are removed with the exclusion of parking adjacent to FSR 4604.
- I do not feel that the larger footprint of this alternative is necessary to accommodate the one-day peak use of 110 vehicles; the next highest known use is 62 vehicles in a day. Doing so would change the setting of the area more than I feel would be necessary. If, after further future

evaluation, evidence shows a need for increased parking at Phil's Trailhead, this topic can be revisited.

- Even though the cost of this alternative is not my primary reason for not selecting this alternative, costs are a consideration and are approximately 20 percent higher than the selected alternative. I feel that since peak use occurs very seldom, lower overall use does not justify this larger parking area.
- **Alternative 4**

Alternative 4 was developed as a result of scoping responses that identified key issues and are addressed primarily through the development of alternatives (including Alternative 3, Selected Alternative), which include project design, mitigation, and effects analysis and disclosure.

Alternative 4 is the same design as Alternative 3 but with surfaces that are considered to be rustic; aggregate and earth tone chip seal over asphalt. This alternative provides the same 76 available spaces, including 3 ADA accessible spaces, removes 20-30 trees, has an overall footprint of 1.4 acres, and eliminates overflow parking adjacent to FSR 4604 and FSR 4606.

I did not select this alternative because:

- I feel that it is important to provide the surface for the parking area that will need the lowest level of maintenance for the longest period of time. I realize that Alternative 4 would provide a surface that may be considered more rustic but maintenance needs during the lifespan of these surfaces is more than an asphalt surface. Maintenance needs, that have associated costs, is an important factor that helped determine my decision.
- *Aggregate surface:* To provide stability for and reduce dust associated with the aggregate surface, a stabilizing agent would need to be applied, such as a clay additive. However when clay breaks down it becomes a very fine dust that cannot be recovered. Reducing dust problems at the site and for the neighbors that adjoin Forest Service managed land is a priority for me. Weather conditions lead to more rapid deterioration and more frequent maintenance than asphalt surfaces.
- *Chip sealing over asphalt:* This surface has more surface stability and less maintenance than an aggregate surface but more maintenance than an asphalt surface.

Analysis of estimated costs for all action alternatives include the parking surfaces, kiosk, toilet facility, and associated design factors.

Alternative 2 (Proposed Action):	\$450,810.
Alternative 3 (asphalt surface):	\$312,619.
Alternative 4 (aggregate surface):	\$222,516.
Alternative 4 (earth tone chip seal over asphalt):	\$332,217.

All action alternatives include reconstruction of FSR 4604 with an estimated cost of \$245,278 that is not included in the above estimated project costs.

## **Public Involvement**

The Phil's Trailhead project was announced in the January 2011 issue of the Schedule of Projects for the Deschutes and Ochoco National Forests and Prineville District BLM. The proposed action was presented in a letter dated March 10, 2011 to 19 Tribal representatives, and to 79 addresses of individuals, organizations, and other agencies. The scoping letter was also posted to the Forest Service web site.

The scoping letter resulted in 12 responses from individuals, organizations, and agencies. All comments were considered and categorized as either a key issue, analysis issue, or a non-significant issue that will not be considered further. This categorization is located in the project record. The key issues were used in developing alternatives.

As a part of the scoping process, an open house for the Skyliner Road reconstruction project was held on June 14, 2011 hosted by the Federal Highway Administration. Twenty eight visitors were present. Phil's Trailhead Project was on display and four comments were received during this meeting. Another open house was held at the project site on June 22, 2011. Thirty one members of the public took the opportunity to discuss the project with Forest Service representatives; nine written comments were received. The comments received as a result of these meetings were similar in scope to the written comments and are also a part of the project record.

Comments received during the scoping process expressed concerns for the potential for increased use, potential changes to the rustic character of the site, tree removal, ensuring that the analysis accounts for potential increases in trail use, safety, and use of public funds.

The EA was made available for a 30-day public comment period that began February 16, 2012 and ended March 19, 2012. A notice of the comment period was provided to Tribes (15 Tribal members or representatives) and 107 individuals, businesses, and organizations that expressed an interest in the project. The EA was also placed on the Deschutes and Ochoco National Forests website.

Comments on the EA were received from 46 respondents. The summary of the comments and the responses to those comments is located in Appendix D of the Final EA.

### **Finding of No Significant Impact**

Based on the site-specific environmental analysis documented in the Phil's Trailhead Project EA, I have determined that this project will not significantly affect the quality of the human environment; therefore, an Environmental Impact Statement is not needed. An analysis of the cumulative effects of the planned resource activities indicated that the combined effects are environmentally acceptable for all forest resources. Based on the analysis, I expect only short duration adverse impacts from construction activities and long-term favorable impacts from implementation of Alternative 3. All adverse impacts are limited in scope and intensity and can be considered minor. This determination is based on the small scale of the area affected, the resource protection measures designed into the selected alternative (DN pages 4 and 5), and the following factors:

- (1) Beneficial and adverse direct, indirect and cumulative environmental impacts discussed in the EA have been disclosed within the appropriate context and intensity. No significant effects on the human environment have been identified. There will be no significant direct, indirect or cumulative effects to soil, water, fish, wildlife resources, inventoried roadless areas, wilderness areas, sensitive plant areas, stands of trees that display late or old characteristics or other components of the environment (EA pages 20-71).

- (2) No significant adverse effects to public health or safety have been identified (EA pages 35 and 62).

State regulations provide the guidance for air quality. If a market exists when the project is implemented, trees not meeting merchantability specifications could be utilized as firewood or biomass. Residual material will be chipped if not used for biomass or piled and burned. If pile burning occurs, smoke management will minimize the flow of smoke, and associated particulate matter (PM-10), to avoid high density human habitation or other sensitive areas of use to not significantly affect human health (EA Chapter 2, Mitigation Measures, pages 18-19).

Public health and safety will only be minimally affected over a short term by the proposed project. Short term safety hazards such as heavy equipment operations and falling trees near roads will be mitigated through contract safety provisions (EA page 16).

- (3) There will be no significant adverse impacts to wetlands, wild and scenic rivers, prime farmlands, old growth forests, range and forestland (EA pages 68 and 69). No significant effects are anticipated

to any other ecologically sensitive or critical areas (EA pages 68 and 69), because none are present at the project site.

No treatments will occur within or immediately adjacent to wetlands. The nearest water or wetland is approximately 1 mile from the project area. (EA pages 68 and 69).

- (4) The effects of implementation of this decision do not rise to the level of scientific controversy as defined by the Council of Environmental Quality (EA pages 20-71).

Based on public participation and analysis in the EA, the effects on the quality of the human environment are not likely to be highly controversial. There is no known credible scientific controversy over the impacts of the action alternatives.

During public scoping and meetings, there were those opposed to the entire project, those that supported a portion of the project, and those in favor of the project. The adjacent homeowners association expressed support of this project. (EA Appendix A)

- (5) Based on previous similar actions, the probable effects of this decision on the human environment, as described in the EA, are well known and do not involve unique or unknown risks (EA, Chapter 3, pages 20-71).
- (6) This action does not establish a precedent for future actions with significant effects, nor does it represent a decision in principle about a future consideration. Any future management within the project area would be evaluated to determine significance; future projects would require site-specific analysis and decisions. Three members of the public expressed concern that this project would implement user fees; this is not a part of this decision.
- (7) This decision is made with consideration of past, present and reasonably foreseeable future actions on National Forest land and other ownerships within potentially affected areas which could have a cumulatively significant effect on the quality of the human or natural environment. I find there to be no such cumulative significance (EA, Chapter 3, pages 20-71).
- (8) Based on the pre-disturbance survey and record search of the project area, the project proposal will have "no properties affected" (as defined in 36 CFR 800.4 (b)(1)) on any listed or eligible cultural resources (EA page 67).
- (9) The biological evaluations for the area indicates that the proposed project will have no significant adverse impacts on any proposed, endangered, sensitive or threatened plant or animal species (EA: Wildlife pages 41-56, Fish pages 61 and 62, Botany page 63). Should any endangered or threatened species be found following the implementation of the project, the environmental analysis will be reviewed and revised, if necessary.
- (10) This decision is in compliance with relevant federal, state and local laws, regulations and requirements designed for the protection of the environment (EA pages 20-71). Effects from this action meet or exceed state air quality (EA page 39) and water standards (EA page 61).

### **Other Findings**

In reviewing the FEIS and actions associated with Alternative 3, we have concluded that our decision is consistent with the following laws and requirements:

**National Environmental Policy Act:** NEPA establishes the format and content requirements of environmental analysis and documentation as well as requirements for public involvement and disclosure. The entire process of preparing this environmental assessment was undertaken to comply with NEPA.

**The National Forest Management Act (NFMA):** I find this decision to be consistent with management objectives as discussed in the Deschutes National Forest Plan as amended. All aspects of the selected

alternative are consistent with direction Eastside Screens direction. Tree removal is incidental for project implementation.

Analysis shows that while accomplishing project objectives, none of the activities in the selected alternative would prevent attainment of the riparian management objectives at the watershed level or at the project level (FEIS p. 228-229). We have determined that the project is consistent with the Aquatic Conservation Strategy.

**National Historic Preservation Act:** A cultural resource inventory was completed for the project area. The Deschutes National Forest completed consultation with the Oregon State Historic Preservation Office (SHPO). The project is designed, with mitigations, to not affect any cultural resources (EA pages 17 and 67).

**Endangered Species Act:** Biological evaluations have been prepared to document possible effects of activities on threatened or endangered species in the project area (Wildlife Report Including the Biological Evaluation EA pages 41-56; Botany Biological Evaluation –Threatened, Endangered, and Sensitive Plants EA page 63; and Noxious Weed Risk Assessment EA pages 64-66).

**Clean Air Act:** Alternative 3 is designed to be consistent with the Clean Air Act and the State of Oregon. Any burning would be coordinated with the Oregon Department of Forestry through the State of Oregon smoke management program. Any burning authorized by this decision will be conducted in compliance with the State of Oregon Smoke Management System and meet smoke management objectives for total emissions (EA pages 39 - 40).

**Clean Water Act:** The project area contains no surface water and no riparian areas and is not located within a key watershed. Alternative 3 meets the requirements of the Clean Water act protecting beneficial uses and maintaining water quality. No water or wetlands are within the project area (EA pages 61-62, 69).

**Americans with Disabilities Act of 1990, as Amended:** Alternative 3 has been designed to meet the [Revised regulations for Titles II and III](#) of the Americans with Disabilities Act of 1990 (ADA) that were published in the Federal Register on September 15, 2010, providing scoping and technical requirements for new construction and alterations resulting from the adoption of revised 2010 Standards in the final rules for Title II (28 CFR part 35) and Title III (28 CFR part 36).

**Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.”:** No minority or low-income populations will be disproportionately affected from implementation of any alternative (EA page 68).

### **Administrative Review or Appeal Opportunities**

The EA and Decision Notice (DN) and Finding of No Significant Impact (FONSI) are on file at the Bend/Fort Rock District Office located at 63095 Deschutes Market Rd., Bend, Oregon, 97701. The completed EA is available on request or can be accessed on the Deschutes and Ochoco National Forests website: [http://www.fs.fed.us/nepa/project\\_list.php?forest=110601](http://www.fs.fed.us/nepa/project_list.php?forest=110601).

This decision is subject to appeal pursuant to 36 CFR 215. Any written appeal must be fully consistent with 36 CFR 215.14 (Content of an Appeal). Two copies of a written notice of appeal must be filed (regular mail, fax, e-mail, hand delivery, or express delivery) with the Appeal Deciding Officer (Regional Forester, ATTN: 1570 APPEALS) at 333 S.W. First Avenue, P.O. Box 3623, Portland, Oregon, 97208-3623. Appeals can be faxed to (503) 808-2339 sent electronically to [appeals-pacificnorthwest-regional-office@fs.fed.us](mailto:appeals-pacificnorthwest-regional-office@fs.fed.us), or hand delivered to the above address between 7:45 AM and 4:30 PM, Monday through Friday, excluding holidays.

Electronic appeals must be submitted as part of the actual e-mail message, or as an attachment in Microsoft Word (.doc), rich text format (.rtf), or portable document format (.pdf) only. In cases where no

identifiable name is attached to an electronic message, verification of identity will be required. E-mails submitted to email addresses other than the one listed above, or in formats other than those listed, or containing viruses, will be rejected. It is the responsibility of the appellant to confirm receipt of appeals submitted by electronic mail.

Appeals, including attachments, must be postmarked or delivered within 45 days of the publication of the legal notice for this decision in *The Bulletin*, the newspaper of record. Attachments received after the 45-day appeal period will not be considered. The publication date is the exclusive means for calculating the time to file an appeal. Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source.

### **Implementation**

If no appeals are filed within the 45-day time period, implementation of the decision may occur on, but not before, 5 business days from the close of the appeal filing period. When appeals are filed, implementation may occur on, but not before, the 15<sup>th</sup> business day following the date of the last appeal disposition. Implementation for this project is expected to start in fall of 2013 or spring of 2014 in conjunction with the Skyliner Road reconstruction.

### **Contact**

For additional information: Scott E. McBride, Project Leader, Bend/Fort Rock Ranger District, 63095 Deschutes Market Rd., Bend, Oregon, 97701 (phone (541) 383-4712, email [semcbride@fs.fed.us](mailto:semcbride@fs.fed.us)).



**BRANT PETERSEN**  
Deputy District Ranger  
Bend/Ft. Rock Ranger District  
Deschutes National Forest

4/16/12  
DATE

Figure 1: Vicinity Map for the Phil's Trailhead Project Area, Deschutes National Forest, Bend, Oregon

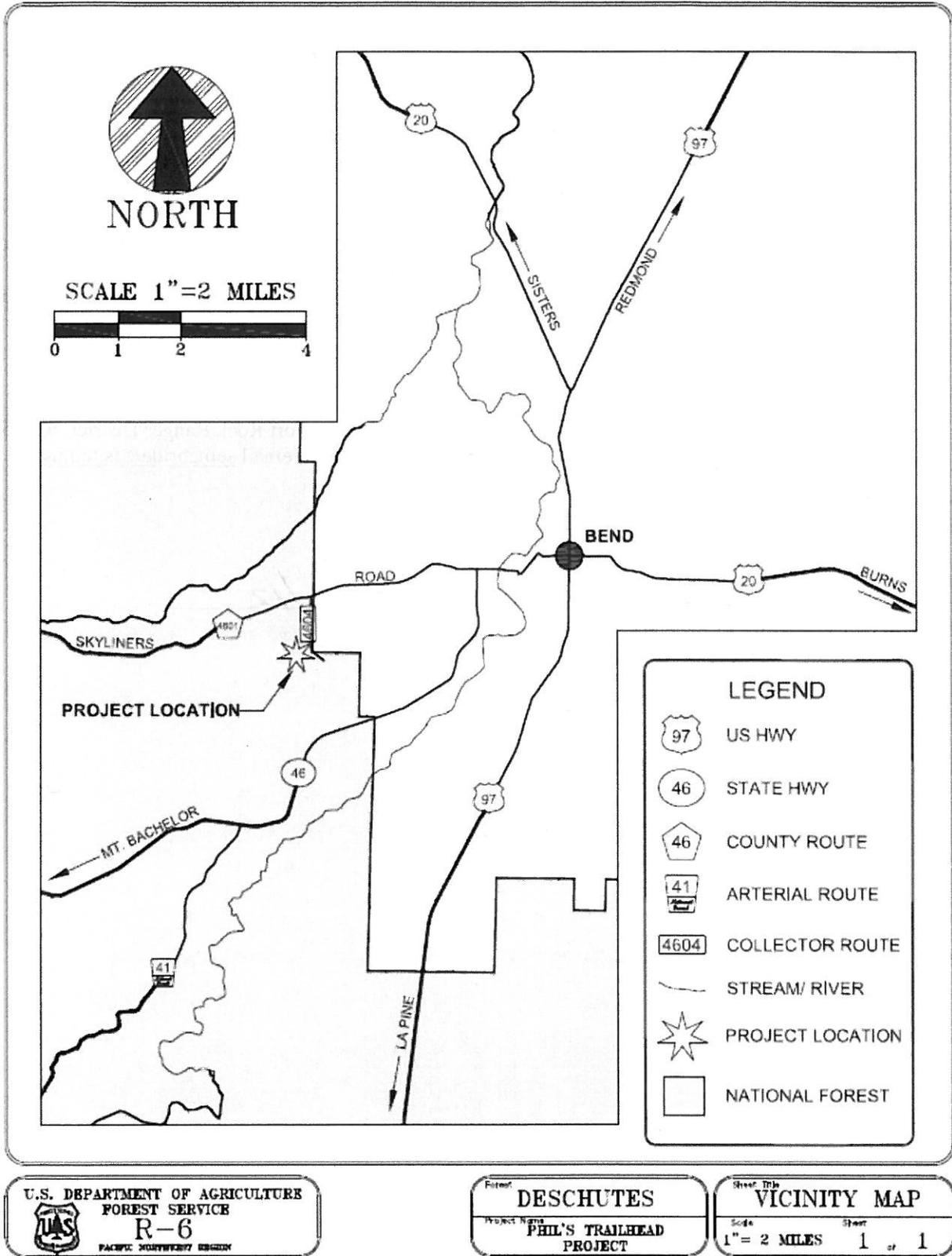


Figure 2: Phil's Trailhead Project - Alternative 3, Asphalt Surface



## Appendix A

### Resource Protection Measures (Mitigations)

Resource protection measures are an integral part of the project and the following are incorporated to reduce any potential adverse impacts of Alternative 3.

#### *Public Safety*

- Signs intended to inform the public of impending implementation activities will be placed in several locations in the immediate vicinity of the trailhead well ahead of the project start dates. Warning signs and public notices will also be posted during project activities.
- Cautionary signs and advisory speed limit signs will be posted on FSR 4604.

#### *Recreation Resource*

- If possible, implementation activities will avoid Memorial Day weekend to maintain full access during peak use period.
- Design FSR 4604 re-construction activities to favor open road with traffic control signage.
- Ensure proper trailhead directional and approach signage are incorporated at Skyliner Road.
- Incorporate adequate safety and site identification signage at Phil's and along FSR 4604.
- Ensure an Outdoor Recreation Access Route is built into design of toilet, kiosk, drop-off and select gathering area design.
- Buffer between pump track and motorized travel where a trail from the kiosk links to the track. Include a gathering area in the buffer to increase user comfort for spectators of the pump track and serve as additional barrier to motorized intrusion.
- Align trail from town (Marvin's Garden) to cross FSR 4604 at the safest point south of all ingress/egress to Phil's Trailhead and tie into kiosk area hub.

#### *Soil Resource*

- Minimize the extent of new soil disturbance from equipment by implementing appropriate design elements for avoiding or reducing the disturbance footprint to only that which is needed.
- Prepare an erosion control plan prior to construction. Apply appropriate erosion control measures to all ground disturbing activities associated with the construction and development of new facilities.
- Refrain from construction operations when soils are wet or during periods of high runoff or snow melt.
- Provide road and parking drainage so that runoff is dissipated on site and infiltrated into the soil. Road design should minimize interception and prevent the concentration of runoff.
- Utilize swales and vegetated filtering structures placed at key drainage pathways to dissipate runoff.
- Maintain road and parking surfaces and drainage structures so that they remain functional at dispersing runoff adequately.
- Begin to re-establish native vegetation on bare soil surfaces immediately after construction.
- Utilize mulch, top soil or another type of top cover that will help retain soil moisture and support the re-establishment of vegetation.

#### *Wildlife Resource*

##### *Landbird focal bird species*

- April 15 – July 15: To avoid potential nest abandonment, nest destruction, and loss of broods for landbird focal bird species, within or immediately adjacent to the project area do not conduct tree felling and brush removal. If the specified restriction period must be compromised, project activity within the first month or within the last month should be considered.

- Include interpretive information on maintaining deer winter habitat security, use of migration corridors, and mitigation of negative effects from recreational use (i.e., keeping dogs on leash, staying on trails, observing area closures) and what the impacts of recreational use has on mule deer and other wildlife that utilize the area.

***Scenic Resource***

- Minimize tree removal and incorporate large vegetation into the final site design to the extent possible. Where stumps must remain, flush cut to remove from view and eliminate tripping or peddle hazards.
- Treat slash generated from construction activities as soon as possible given chosen method (chip, burn or removal).

***Botany Resource***

***Weeds***

- The existing spotted knapweed site will be hand pulled the growing season immediately prior to project implementation. This will not prevent existing seed in the seedbank from being transported around the work site, but will at least eliminate further seed deposits during the season of implementation.
- Clean all equipment before entering National Forest System lands. Remove mud, dirt, and plant parts from project equipment before operating it in the project area.
- To prevent the introduction of invasive plants via fill material, including mulch or topsoil used in revegetation efforts, the district botanist or her designee will inspect the material for weeds; it will not be allowed for use if it is deemed to likely be a carrier of weed seed or other weed propagules.
- To promote the ethic of good land use and stewardship, as well as raise awareness of the invasive plant issue, invasive plant educational literature will be posted at the parking lot kiosk.

***Cultural Resource***

- In the event that previously unknown sites or artifacts are found during project implementation, operations in the area will cease and the site flagged and avoided until an archaeologist is consulted.

