

FOR OFFICE USE ONLY:

Version # \_\_\_\_\_

APP # 700219

#### **A. Statement of Development Activity**

This project would complete the planning and environmental analysis and the design and construction of a new OHV trailhead on the Amador Ranger District. This new trailhead would provide OHV access to the Mud Lake and Porthole Gap 4WD Roads (9N04), to the Pardoes 4WD Road (9N82), and to portions of the Bear River 4WD Drive Road (8N03) in the Squaw Ridge and Mud Lake areas. These 4WD roads are used by ATVs, motorcycles and 4WD vehicles. This trailhead would be the primary access point to this area for users of OHVs that are transported with trailers to the site. This trailhead would also provide indirect access via the previously referenced 4WD roads to several single track motorcycle trails at higher elevations in the Silver Lake area including the Horse Canyon Trail (17E21), the Allen Camp Trail (17E19), and the Long Valley Trail (17E28).

This new trailhead would be located near the junction of State Hwy 88 and the Forest Service's Mud Lake Road (9N04). This project would develop a new trailhead near the existing dispersed parking area located just past the paved portion of the Mud Lake Road about 1000 feet south from State Hwy 88. The total area of ground disturbance would be approximately 1 1/2 acre.

Phase 1 of this project would complete the environmental analysis and the final site design and engineering. Project funds would be used to fund an Interdisciplinary Team of a Forest Service Botanist, Wildlife Biologist, Archaeologist, Recreation Specialist and a Writer-Editor to prepare an Environmental Analysis. Project funds would also be used to fund a Forest Service Landscape Architect to design the trailhead facility and a Forest Service Engineer to prepare and administer the construction contract.

Phase 2 of the project would complete the OHV trailhead construction. Project construction work would involve grading and leveling the site in line with design plans, placing a base of aggregate gravel and then laying down a finished surface of asphalt or blacktop. Project work would also entail installing a new information Kiosk at the site.

#### **B. Relation of Proposed Project to OHV Recreation**

This project would develop a needed OHV trailhead on the Amador Ranger District. The new proposed trailhead would develop an existing but unmanaged dispersed parking area. The existing dispersed parking area is not well defined, is not level and impacts a portion of the historic Carson Emigrant Wagon Road. The existing dispersed parking area is also not large enough to accommodate existing OHV users and off-site vegetation is impacted where users have forged new parking spaces. This project would construct a graded and level-surfaced site to keep users within a designated parking area and reduce the impact to vegetation and to the historic wagon route.

This trailhead would serve visitors using ATVs, motorcycles, mountain bikes and 4WD vehicles. OHV users from the Sacramento and San Joaquin valleys, the San Francisco Bay Area as well as local residents of Amador, El Dorado and Alpine counties enjoy the riding opportunities provided on the OHV routes that are located in the Mud Lake and Squaw Ridge areas of the Amador Ranger District. This new trailhead would be the primary access to these high-country OHV routes. This project would not change any OHV route designations or add additional routes to the existing OHV systems on the Eldorado NF, but the new trailhead proposed in this project would sustain existing OHV opportunities.

#### **C. Size of the proposed development**

This project would develop a new trailhead of approximately 1 1/2 acre in size. The new trailhead would be designed to accommodate 15 vehicles with trailers.

#### **D. Timeline for Project Completion**

Attachments:

[Mud Lake OHV TH Timeline](#)

#### **E. Location and Description of OHV Opportunities**

The project area is located 50 miles east of Jackson near the junction of US Hwy 88 and the Forest Service Mud Lake 4WD Road (9N04). This new trailhead would provide OHV access to 14 miles of 4WD drive routes including the Mud Lake and Porthole Gap 4WD Roads (9N04), the Pardoes 4WD Road (9N82), and portions of the Bear River 4WD Drive Road (8N03) in the Squaw Ridge and Mud Lake areas. This project would also provide indirect access via the previously referenced 4WD roads to 11 miles of single track motorbike routes at higher elevations in the Silver Lake area including the Horse Canyon Trail (17E21), the Allen Camp Trail (17E19), and the Long Valley Trail (17E28).

This new proposed OHV trailhead would be located approximately 1000 feet south of the Hwy 88 and Mud Lake Rd junction. This trailhead would replace the existing unmanaged dispersed parking area. Project location is in T9N R17E Sec 18.

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**1. Conceptual Drawings and Site Plans**

Attachments:

[Mud Lake TH Conceptual Design](#)

**2. Land Tenure Certification**

**3. Project Specific Maps**

Attachments:

[Mud Lake TH Site Location Map](#)

**4. Optional Project-Specific Application Documents**

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009  
Agency: USFS - Eldorado National Forest  
Application: Mud Lake Trailhead Development

6/2/2009

FOR OFFICE USE ONLY:		Version # _____	APP # _____
<b>APPLICANT NAME :</b>	USFS - Eldorado National Forest		
<b>PROJECT TITLE :</b>	Mud Lake Trailhead Development	<b>PROJECT NUMBER (Division use only) :</b>	
<b>PROJECT TYPE :</b>	<input type="checkbox"/> Acquisition <input checked="" type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
<b>PROJECT DESCRIPTION :</b>	<p>This project would complete the planning and environmental analysis and the design and construction of a new OHV trailhead on the Amador Ranger District. This new trailhead would provide OHV access to the Mud Lake and Porthole Gap 4WD Roads (9N04), to the Pardoes 4WD Road (9N82), and to portions of the Bear River 4WD Drive Road (8N03) in the Squaw Ridge and Mud Lake areas. These 4WD roads are used by ATVs, motorcycles and 4WD vehicles. This trailhead would be the primary access point to this area for users of OHVs that are transported with trailers to the site. This trailhead would also provide indirect access via the previously referenced 4WD roads to several single track motorcycle trails at higher elevations in the Silver Lake area including the Horse Canyon Trail (17E21), the Allen Camp Trail (17E19), and the Long Valley Trail (17E28).</p> <p>This new trailhead would be located near the junction of State Hwy 88 and the Forest Service's Mud Lake Road (9N04). This project would develop a new trailhead near the existing dispersed parking area located just past the paved portion of the Mud Lake Road about 1000 feet south from State Hwy 88. The total area of ground disturbance would be approximately 1 1/2 acre.</p> <p>Phase 1 of this project would complete the environmental analysis and the final site design and engineering. Project funds would be used to fund an Interdisciplinary Team of a Forest Service Botanist, Wildlife Biologist, Archaeologist, Recreation Specialist and a Writer-Editor to prepare an Environmental Analysis. Project funds would also be used to fund a Forest Service Landscape Architect to design the trailhead facility and a Forest Service Engineer to prepare and administer the construction contract.</p> <p>Phase 2 of the project would complete the OHV trailhead construction. Project construction work would involve grading and leveling the site in line with design plans, placing a base of aggregate gravel and then laying down a finished surface of asphalt or blacktop. Project work would also entail installing a new information Kiosk at the site.</p>		

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
<b>DIRECT EXPENSES</b>							
<b>Program Expenses</b>							
1	Staff						
	Other-Landscape Architect GS-11	10.000	330.000	DAY	1,800.00	1,500.00	3,300.00
	Other-Resource Officer/IDT Lead GS-11	30.000	330.000	DAY	0.00	9,900.00	9,900.00
	Other-Writer Editor NEPA GS-11	10.000	350.000	DAY	3,500.00	0.00	3,500.00
	Other-Bio/Bot/Hydro/Arch GS-11	30.000	350.000	DAY	10,500.00	0.00	10,500.00

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009  
Agency: USFS - Eldorado National Forest  
Application: Mud Lake Trailhead Development

6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Other-Engineering Tech/COR GS-9	20.000	290.000	DAY	5,800.00	0.00	5,800.00
	<b>Total for Staff</b>				21,600.00	11,400.00	33,000.00
<b>2</b>	<b>Contracts</b>						
	Other-Grading and Leveling	1.000	20000.000	EA	20,000.00	0.00	20,000.00
	Other-Aggregate Surfacing	1.000	40000.000		34,000.00	6,000.00	40,000.00
	Other-BlackTop/Chip Seal	1.000	40000.000	EA	30,000.00	10,000.00	40,000.00
	<b>Total for Contracts</b>				84,000.00	16,000.00	100,000.00
<b>3</b>	<b>Materials / Supplies</b>						
	Other-Kiosk	1.000	2000.000	EA	0.00	2,000.00	2,000.00
	Other-Boulders for Barriers	50.000	60.000	EA	0.00	3,000.00	3,000.00
	<b>Total for Materials / Supplies</b>				0.00	5,000.00	5,000.00
<b>4</b>	<b>Equipment Use Expenses</b>						
	Other-Vehicle Mileage	4000.000	0.500	MI	1,000.00	1,000.00	2,000.00
<b>5</b>	<b>Equipment Purchases</b>						
<b>6</b>	<b>Others</b>						
<b>7</b>	<b>Administrative Costs</b>						
	Administrative Costs-CO and Clerical	1.000	4500.000	EA	0.00	4,500.00	4,500.00
	<b>Total Program Expenses</b>				106,600.00	37,900.00	144,500.00
	<b>TOTAL DIRECT EXPENSES</b>				106,600.00	37,900.00	144,500.00
	<b>TOTAL EXPENDITURES</b>				<b>106,600.00</b>	<b>37,900.00</b>	<b>144,500.00</b>

Project Cost Summary for Grants and Cooperative Agreements Program - 2008/2009  
Agency: USFS - Eldorado National Forest  
Application: Mud Lake Trailhead Development

6/2/2009

	Line Item	Grant Request	Match	Total	Narrative
<b>DIRECT EXPENSES</b>					
<b>Program Expenses</b>					
1	Staff	21,600.00	11,400.00	33,000.00	
2	Contracts	84,000.00	16,000.00	100,000.00	
3	Materials / Supplies	0.00	5,000.00	5,000.00	
4	Equipment Use Expenses	1,000.00	1,000.00	2,000.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Administrative Costs	0.00	4,500.00	4,500.00	
<b>Total Program Expenses</b>		106,600.00	37,900.00	144,500.00	
<b>TOTAL DIRECT EXPENSES</b>		106,600.00	37,900.00	144,500.00	
<b>TOTAL EXPENDITURES</b>		<b>106,600.00</b>	<b>37,900.00</b>	<b>144,500.00</b>	

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**ITEM 1 and ITEM 2**

**ITEM 1**

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No  
(Please select Yes or No)

**ITEM 2**

- b. ITEM 2 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No  
(Please select Yes or No)
- c. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. ☐ Yes ☒ No  
(Please select Yes or No)
- d. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 3 – 9

**ITEM 3 - Impact of this Project on Wetlands**

The Mud Lake TH project would replace an existing dispersed parking area with a developed paved designated parking site. This new trailhead will serve existing Forest Service system trails and designated routes and will not develop any new OHV routes. There are no wetlands or navigable waters at this proposed trailhead site. It was determined through project scoping for this proposed OHV trailhead project that there would likely be no adverse effects to any wetlands, to any federally listed threatened or endangered species or their critical habitat, to any species proposed for Federal listing or proposed critical habitat, or to any Forest Service sensitive or management indicator species.

The endangered, threatened, or sensitive wildlife species or their habitat likely to be present at this trailhead site would include the Northern goshawk and American martin. This project would be unlikely to affect the habitat quality or quantity for these species. Only a few trees would need to be removed to accomplish this project.

It is possible that trailhead construction activities could result in the disturbance to individuals, particularly if the construction activities occur within ¼ mile of a nest or roost site or near a den site. Limited Operating Periods for construction may be required if there is documented evidence of potential disturbance to nest or den sites.

This OHV trailhead construction project would also avoid disturbance to any known threatened, endangered or sensitive plant populations. Prior to project implementation, a forest botanist will have surveyed the site and identified on the ground any known sensitive plant locations that need to be protected. Soils and vegetation will not be disturbed outside of the project site.

**ITEM 4 - Cumulative Impacts of this Project**

The proposed Mud Lake OHV Trailhead would provide access to existing Forest Service system OHV routes and trails. There would be no new OHV route designations as a result of this proposed project and no new OHV routes or trails would be constructed. This trailhead construction project is not expected to result in any increase in OHV use. This project will replace an existing dispersed parking area that is already heavily used.

The existing OHV routes located on the Amador RD in the Mud Lake and Squaw Ridge areas are located in areas where other past, present and reasonably foreseeable actions have occurred or will occur. This includes commercial and non-commercial thinning, stewardship projects that reduce fuels and improve forest health, road building, timber harvests, mastication, campground and trailhead reconstruction, and prescribed fire projects. The proposed construction of a new OHV trailhead to replace an existing dispersed parking area is not expected to result in any adverse cumulative impacts when the effects of this project are combined with the potential effects of other projects in this same area.

The trailhead construction activities will result in few if any direct or indirect impacts to any TES species of wildlife, plants or fish or result in any adverse effects to any wetlands, cultural sites or historic properties. Consequently the cumulative effects resulting from the combination of this project with other projects occurring or that have occurred within this area will most likely not be significant.

In many respects, the development of a new trailhead to replace the existing dispersed parking area should reduce the level of potential effects. By developing a defined hardened parking area, users will park vehicles within an established site thus protecting off-trail vegetation, soils and wildlife habitat.

#### **ITEM 5 - Soil Impacts**

There are no unusual or extraordinary circumstances such as extremely steep slopes or highly erosive soils located within the project area. This trailhead construction project should reduce the current levels of soil erosion occurring at the existing dispersed parking site. The grading, reshaping and surfacing of this parking area would repair any soil displacement that had been caused by prior vehicle parking activities. Any prior soil disturbance that had occurred at the dispersed parking area, but outside of the project construction area, will be stabilized if possible using woody debris, rocks and logs to prevent any continuing erosion.

#### **ITEM 6 - Damage to Scenic Resources**

Hwy 88 on the Amador Ranger District has been designated as a Forest Service Scenic Byway. The proposed Mud Lake OHV trailhead project would not change the existing scenic integrity of any view shed as seen from Hwy 88. The proposed Mud Lake OHV trailhead would be located about 1000 feet south of Hwy 88 from the Mud Lake Road junction. This new trailhead site would not be visible by any traveler using Hwy 88.

There would only be a few standing live trees removed to construct this new trailhead. There would be no unnatural openings created in any forest canopy. Disturbance to vegetation would be confined to the footprint of the new trailhead.

#### **ITEM 7 - Hazardous Materials**

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

#### **ITEM 8 - Potential for Adverse Impacts to Historical or Cultural Resources**

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the potential impacts and for any substantially adverse changes in the significance of historical or cultural resources and measures to be taken to minimize or avoid the impacts.

#### **ITEM 9 - Indirect Significant Impacts**

The proposed construction of the Mud Lake OHV trailhead would be unlikely to increase visitor use. The existing OHV routes served by this proposed trailhead are already well known and popular and receive regular use. Potential off-site indirect effects would be insignificant. The project site is already being used for vehicle parking. This trailhead construction project will protect soils and vegetation by designating a defined and hardened site for vehicle parking. The potential disturbance to wildlife due to existing OHV use is not expected to change due to construction of this proposed trailhead.



One of the purposes of this project is to protect a portion of the historic Carson Emigrant Wagon Road that is currently being impacted by existing dispersed parking activity. The proposed Mud Lake OHV Trailhead would impact only a small portion of that historic route and would move vehicle parking from off of the historic route. There would likely be no other effects to any known or inventoried historical or cultural resource. All known archaeological sites would be protected. Prior to project implementation, a forest archaeologist would survey the site and any previously unknown cultural site would be protected.

The trailhead construction activities proposed in this project can not be categorically excluded from documentation in an Environmental Impact Statement (EIS) or in an Environmental Assessment (EA). The grant funding in this project will be used in part to prepare an EA specific for this project.

**CEQA/NEPA Attachment**

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**1 Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)**

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is 3

(Check the one most appropriate) (Please select one from list)

- ☐ 76% or more (10 points)  
☐ 51% - 75% (5 points)  
☒ 26% - 50% (3 points)  
☐ 25% (Match minimum) (No points)

**2 Natural and Cultural Resources - Q 2a., 2b., & 2c.**

**2. Natural and Cultural Resources**

- a. Natural and Cultural Resources: Species 5

Enter the number of special-status species that are known to occur in the Project Area

Number of special-status species 0

(Check the one most appropriate) (Please select one from list)

- ☒ No special-status species occur in Project Area (5 points)  
☐ One to five special-status species occur in Project area (3 points)  
☐ Six to ten special-status species in Project area (2 points)  
☐ More than ten special-status species occur in Project area (No points)

**b. Habitat**

- b. Natural and Cultural Resources: Habitat 3

Potential Effects on special-status species habitat (Check the one most appropriate)

Special-status species habitat is known to occur in the Project Area (if YES, enter number of species).. (Please select Yes or No) ☒ Yes ☐ No

Habitat for special-status species known to occur in Project Area (enter number of species) 2

Reference Document

Foraging habitat, at the proposed new trailhead, exists for goshawk and American marten. These are Forest Service sensitive species, although there is currently no known nest or den sites within the proposed trailhead project area.

(Check the one most appropriate) (Please select one from list)

- ☐ No special-status species habitat is known to occur in the Project area (5 points)  
☒ Habitat for one to five special-status species is known to occur in Project area (3 points)  
☐ Habitat for six to ten special-status species is known to occur in Project area (2 points)  
☐ Habitat for more than ten special-status species is known to occur in Project area (No points)

**c. Cultural Resources**

- c. Cultural Resources 5

(Check the one most appropriate) (Please select one from list)

- ☒ Project would provide additional protection to cultural sites (5 points)

- ☐ Project area has no known cultural sites (4 points)
- ☐ Identified cultural sites in the Project area will not be affected (3 points)
- ☐ Project impacts to cultural sites will be mitigated (No points)
- ☐ Project has unavoidable detrimental impacts to cultural resources (No points, Project application will be returned to Applicant without further consideration)

Reference Document

The Eldorado NF GIS cultural resource layer shows that the existing unmanaged dispersed parking area is located on a portion of the historic Carson Emigrant Wagon Road. The new proposed Mud Lake OHV Trailhead would protect that cultural site by moving parking from off of that historic route.

**3 Diversified Use - Q 3.**

3. The Project is designed to provide for diversified use 6

(Check all that apply) Scoring: 1 point each, up to a maximum of 6 points (Please select applicable values)

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> ATV   | <input checked="" type="checkbox"/> 4X4                              |
| <input checked="" type="checkbox"/> M.C.  | <input checked="" type="checkbox"/> Recreation Utility Vehicle (RUV) |
| <input type="checkbox"/> Snowmobile   | <input checked="" type="checkbox"/> Dune buggy, rail                 |
| <input checked="" type="checkbox"/> Other (Specify) [Mountain Bikes, Both Street Legal and Non-Street Legal Motorbikes] |  |

Describe the nature of the facilities for each item checked above:

This new trailhead would provide OHV access to the Mud Lake and Porthole Gap 4WD Roads (9N04), to the Pardoes 4WD Road (9N82), and to portions of the Bear River 4WD Drive Road (8N03) in the Squaw Ridge and Mud Lake areas. These 4WD roads are used by ATVs, motorcycles and 4WD vehicles. This trailhead would be the primary access point to this area for users of OHVs that are transported with trailers to the site. This trailhead would also provide indirect access via the previously referenced 4WD roads to several single track motorcycle trails at higher elevations in the Silver Lake area including the Horse Canyon Trail (17E21), the Allen Camp Trail (17E19), and the Long Valley Trail (17E28).

**4 Publicly Reviewed Plan - Q 4.**

4. Is there a publicly reviewed and adopted plan that supports the need for the Project? 5

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

Identify plan

Eldorado National Forest Land and Resource Management Plan

**5 Recycled Materials - Q 5.**

5. The Project makes substantial use of recycled content building materials such as 5

- Materials diverted from landfills
- Recycled plastic lumber
- Fly ash content concrete

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points) ☒ Yes (5 points)

Explain 'Yes' response

This project would use recycled materials wherever possible. The Kiosk for the new trailhead would be constructed with posts and back boards made from post-consumer recycled plastic. Information postings for the Kiosk would be printed and/or copied on recycled paper. Any additional signing to be installed at the new trailhead would use materials containing recycled plastic. Boulders placed for parking barriers would be obtained from shot rock that was stockpiled and recycled from a prior Hwy 88 construction project.

**6 Sustainable Technologies - Q 6.**

6. The Project makes substantial use of sustainable technologies such as: 4

- Alternative fuel vehicles and equipment
- Repaving with permeable asphalt
- Renewable energy sources (e.g., solar, wind)
- Low volatile organic compound emission materials (e.g., paint, sealants, carpet)
- Practices that meet U.S. Green Building Council LEED Silver standard
- Water efficient landscaping
- Low-flow plumbing fixtures
- Utilizing local building materials

(Check the one most appropriate) (Please select one from list)

☐ No (No points)

☒ Yes (4 points)

Explain 'Yes' response

This project would make use of sustainable technologies that are most relevant to this type of trailhead construction. The new trailhead proposed in this project would not require water for landscaping. All vegetation at this new trailhead would be naturally occurring. Vegetated areas located adjacent to the new trailhead would be protected from off-site use. Boulders placed for parking barriers would be obtained from shot rock that was stockpiled and recycled from a prior Hwy 88 construction project.

**7 Sustain Existing OHV Recreation - Q 7.**

7. The Project is designed to sustain existing OHV Recreation 3

(Check the one most appropriate) (Please select one from list)

☒ Project directly improves or sustains existing OHV Opportunity (3 points)

☐ Project improves support facilities associated with existing OHV Opportunity (2 points)

☐ Project involves construction of a facility associated with new OHV Opportunity (No points)

**8 Motorized Access - Q 8.**

8. The Project improves facilities that provide motorized access to the following nonmotorized recreation opportunities 6

(Check all that apply) Scoring: 2 points each, up to a maximum of 6 points (Please select applicable values)

☒ Camping

☒ Birding

☒ Hiking

☒ Equestrian trails

☒ Fishing

☒ Rock Climbing

☐ Other (Specify)

**9 Public Input - Q 9.**

9. The Project was developed with public input employing the following 2

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

- ☒ Meeting(s) with the general public to discuss Project (1 point)
- ☐ Conference call(s) with interested parties (1 point)
- ☒ Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

A notice was posted on the Eldorado National Forest website homepage on March 2, 2009, notifying the public that the Forest was developing a grant application and that comments in regards to that application were requested.

On March 2, 2009, approximately 300 letters and 600 emails were also mailed to individuals and groups interested in OHV recreation on the Forest. These letters notified our OHV users that our preliminary application was available for review and that comments on the application were welcome.

We also notified the public about the grant applications at a public meeting on April 2, 2009 that was held at the Eldorado NF Supervisors Office. On April 3, 2009, a stakeholder meeting was held at the Georgetown Ranger District.

Received 9 written comments as a result of this public outreach.

#### 10 Utilization of Partnerships - Q 10.

10. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 0

(Check the one most appropriate) (Please select one from list)

- ☐ 4 or more (4 points)
- ☐ 2 to 3 (2 points)
- ☐ 1 (1 point)
- ☒ None (No points)

List partner organization(s)

#### 11 Primary Funding Source - Q 11.

11. Primary funding source for future operational costs associated with the Project will be 5

(Check the one most appropriate) (Please select one from list)

- ☒ Applicant's operational budget (5 points)
- ☐ Volunteer support and/or donations (3 points)
- ☐ Other Grant funding (2 points)
- ☐ OHV Trust Funds (No points)

If 'Operational budget' is checked, list reference document(s):

There will be no new operational costs associated with this proposed trailhead. Forest Service Project Work Plans do not show new line item expenditures for maintaining and operating this site. This new trailhead would replace an existing dispersed parking area where the Amador Ranger District is already providing regular patrols to contact OHV users, to pick up litter, and post information related to OHV recreation. The costs for that ongoing activity has been covered in the past by both Forest Service appropriated funds and OHV grant funding. There would be no new OHV grant funding needed as a result of the development of this trailhead.

#### 12 Offsite Impacts - Q 12.

12. Offsite impacts relative to the Project Area (e.g., sound, fugitive dust, runoff) have been addressed: 4

(Check the one most appropriate) (Please select one from list)

- ☐ No (No points)
- ☒ Yes (4 points)

Explain 'Yes' response

There will be no new offsite impacts associated with this project. This trailhead project will develop a site near the existing unmanaged dispersed parking area in order to control the off site impacts associated with the dispersed parking area. All potential environmental effects of this project will be addressed in the environmental analysis that will be prepared for this project.

**13 Riparian/Wetland Issues - Q 13.**

13. Does the Project Area contain Riparian/Wetland issues? 10

(Check the one most appropriate) (Please select one from list)

☒ No (10 points)

☐ Yes (if yes - respond to item below)

The Project utilizes the following techniques to prevent damage to, or restore Riparian/Wetland areas

(Check all that apply) (Please select applicable values)

☐ Re-routes to divert trails away from Riparian/Wetlands areas (2 points)

☐ Well documented evaluation and monitoring strategies (list reference document) (2 points)

☐ Provide bridges instead of wet crossings (2 points)

☐ Provide sanitary facilities (2 points)

☐ Restrict public vehicular access in Riparian/Wetland areas by placing physical barriers (e.g., gates, fences, bollard, boulders) (2 points)

Reference Document