

VOLUME I

ENVIRONMENTAL ASSESSMENT

MAMMOTH MOUNTAIN SKI AREA
SKI BACK TRAIL



OCTOBER 2007

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Trail and retaining wall construction would generally utilize existing access corridors, including utility pole lines and utility access roads from Minaret Road. However, establishment of additional corridors would be necessary in order to provide adequate access points to the trail.

As illustrated on Figure 3, a total of four temporary access roads would be developed from Minaret Road to Stations 66, 55, 18, and 2, of the proposed Ski Back Trail. The temporary access roads would be approximately 10 to 15 feet wide, accommodating one-way traffic and providing appropriate traffic safety measures at the access points to Minaret Road. The temporary access road surfaces would be unimproved but would be constructed with appropriate drainage controls. After completion of the Ski Back Trail, the temporary access roads would be decommissioned by grading the compacted soils and revegetating the areas with native plants.

The Ski Back Trail would terminate on a private parcel on Forest Trail Road, immediately downhill of the Val d'Isere condominiums. There is an agreement in place with the owner of the parcel on which the trail terminates, that the owner will be responsible for the design and construction of a bridge over the Forest Trail Road connecting skiers from the Ski Back Trail to The Village.

b. Operations

During use of the trail, snowmaking would occur as necessary. Snowmaking generally only occurs early in the ski season (November to December) and it is estimated that in an average year a total of 60 hours of snowmaking activities could occur. The times of day for snowmaking would vary and would be dependent upon ambient temperatures (around 32 degrees Fahrenheit). When required, it is anticipated that up to 10 mobile snow guns could be dispersed along the Ski Back Trail. On average, the trail would be groomed once a day, although on heavily-trafficked days, an additional grooming pass may be required. It is anticipated that it would take approximately 15 minutes each way, for the bio-diesel snowcat groomers to groom the trail. Snowmaking and grooming would not take place between the hours of 8:00 P.M. and 7:00 A.M.

2.4 CONSTRUCTION SCHEDULE

Construction of the Ski Back Trail is anticipated to begin in May extending through October. Construction is anticipated to occur from eight to 10 hours a day, five days a week. The following lists the anticipated phases of construction activity and the anticipated amount of days required.