



# THE TIMBERLINE EXPRESS PROPOSAL

United States  
Department of  
Agriculture

## Final Environmental Impact Statement

Forest Service

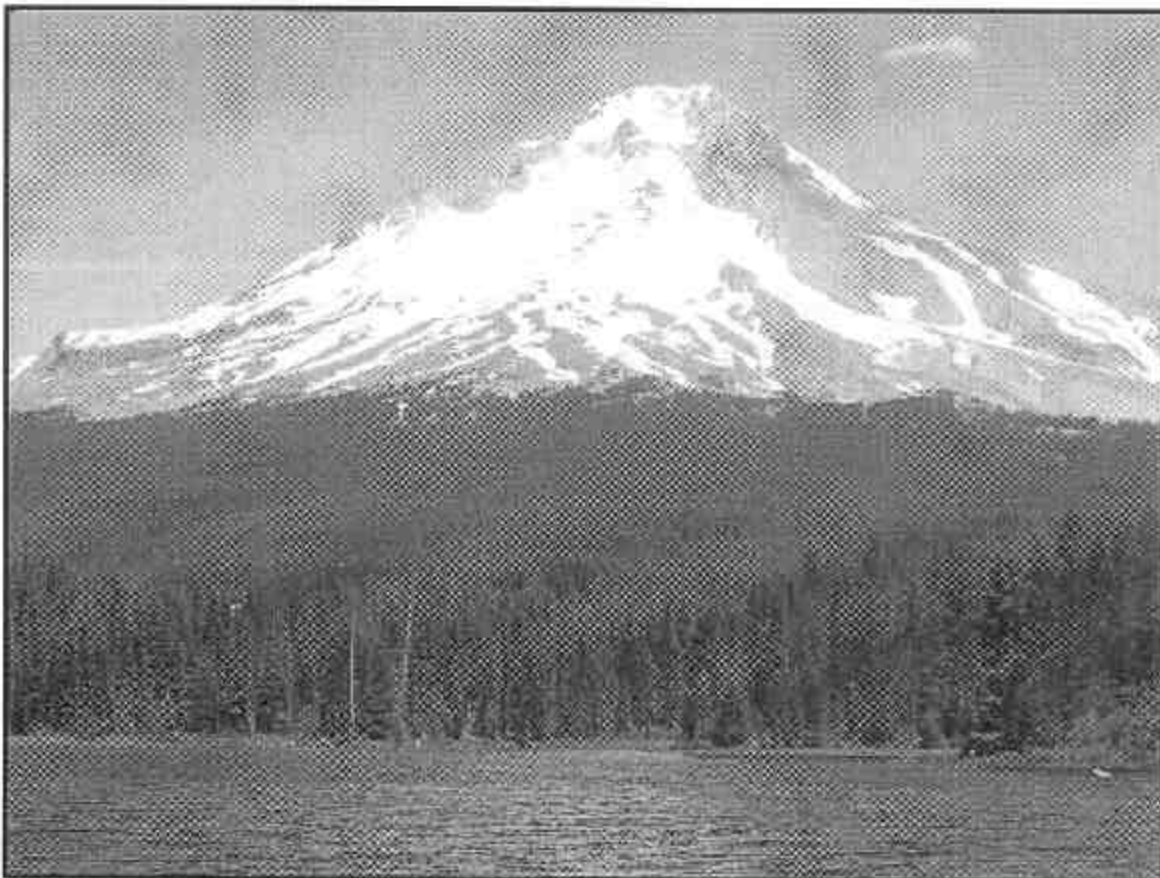
## Record of Decision

Pacific  
Northwest  
Region

November 2005



Mt. Hood National Forest



# Timberline 2b

by RLK to specifications outlined in the West Leg Road Nordic Trail Management Plan, to be developed as part of Timberline's Operations Plan, as documented in the ROD for this NEPA process.

## *Utilities and Infrastructure*



### Roads

Under Alternative 2, Timberline would continue to operate its existing network of roads. For construction of the Timberline Express terminals and towers, approximately 0.10 mile of temporary roads would be required for construction vehicles and equipment to access the proposed chairlift alignment for trail/lift clearing and tower/utility installation.

### Power

Under Alternative 2, no upgrades to the power supply would be required.

### Utilities

Power for the lift and night lighting would be plowed in within proposed trail clearing limit boundaries. Power would be drawn from existing power lines currently installed for night lighting on existing terrain. Power for night lighting would zigzag across proposed trails east of the proposed chairlift line (Figure 2 – Alternative 2 – Proposed Action). Lights would be installed on both sides of the trail on posts, lift towers or trees.

### Communications

Under Alternative 2, the *Timberline Express* lift installation would be outfitted with a low voltage intercom system and standard telephone lines.

### Petroleum Fuel

Under Alternative 2, a 300-gallon, above ground fuel tank would be installed at the top terminal of the *Timberline Express* lift to be used for the lift's auxiliary power source.

## *Special Use Permit Boundary*

Under Alternative 2, the SUP boundary would be modified to include 11 additional acres of land immediately west and south of the current SUP boundary. These 11 acres are currently allocated Management Area A11 – Winter Recreation Area, consistent with the allocation of the Timberline SUP area. The boundary adjustment would incorporate the West Leg Road corridor from below 5,000 feet elevation to the proposed bottom terminal. The adjustment would also include proposed *Trail D4*. The boundary adjustment for *Trail D4* would allow Timberline to minimize trail development within Riparian Reserves along Still Creek.

The SUP boundary adjustment would not include any area within the Inventoried Roadless Area that is located along the northwestern portion of the SUP boundary.